Santa Barbara
Community
Development
Department

SB-79-82

FINAL

ENVIRONMENTAL IMPACT REPORT

CABRILLO PLAZA SPECIFIC PLAN

MAY 1983

FINAL

ENVIRONMENTAL IMPACT REPORT

on the proposed

CABRILLO PLAZA SPECIFIC PLAN

SB-79-82

Prepared for the

CITY OF SANTA BARBARA

Community Development Department

INTERFACE Planning and Counseling Corporation
P.O. Box 2191
Santa Barbara, California 93102

CERTIFIED
April 29, 1983

I. INTRODUCTION

PURPOSE OF THIS REPORT

Environmental Impact Reports (EIRs) are required under the California Environmental Quality Act (CEQA) when projects such as the Cabrillo Plaza Specific Plan could have potentially significant effects on the environment. EIRs are designed to help identify potentially hazardous conditions affecting or generated by land use changes and to point out ways to minimize or mitigate related adverse environmental impacts. Due to their comprehensive scope and format which allow comparison of many inter-related concerns and future problem areas, EIRs also have great potential for application to project-related site development and ongoing community planning and policy making.

To gain the most value from this report, certain key points should be kept in mind:

- This report should be used as a tool to give the reader an overview of the possible ramifications of the proposed project. It is designed to be an "Early Warning System" with regard to potential environmental impacts and subsequent effects on the local community's natural and social resources.

- A specific environmental impact is not necessarily irreversible or permanent. Most impacts, particularly in urban, more developed areas, can be wholly or partially mitigated by incorporating changes recommended in this report during the design and construction phases of project development.

- This report, while a summary of facts, reflects the professional judgment of the author. To gain the most from this collection of information, the reader will have to individually weigh the facts it reports.

BACKGROUND

The proposed project entails the approval of a "Specific Plan" for a 10.54 acre site located in the waterfront area of the City of Santa Barbara. The "Specific Plan" proposes, in concept, to develop a motor hotel and related facilities, a restaurant, and ocean oriented light industrial uses, all in a manner consistent with the City's adopted Local Coastal Plan. The site has been the subject of various public and private efforts, including Redevelopment planning for Ocean Oriented Industry and other uses permitted by the Redevelopment Plan as amended. The applicant in this case has been planning the proposed use for the site over a period of approximately five years. The Specific Plan under evaluation in this report is a major result of those planning efforts.

SPECIFIC PLANS AND THEIR RELATIONSHIP TO THE REVIEW AND APPROVAL PROCESS

A specific plan represents an opportunity for a local government with an adequate and up-to-date general plan to:

- Help development projects get underway more quickly than usual;
- Reduce the cost of capital facilities and public improvements;
- Protect environmental resources;
- Try out innovative resource conservation and recovery programs; and
- Carry out the general plan for an identified area of the community.

A specific plan contains the regulations, conditions, programs, and legislation necessary to implement each of the nine mandated elements of the general plan. It offers a unique opportunity to combine zoning regulations, capital improvement programs, detailed site development standards, and other regulatory schemes into one document tailored to the needs of a particular area. Over 80 communities in California have used specific plans to rejuvenate central business districts, preserve open space, build residential and mixed-use developments, and widen streets.

State law authorizes cities and counties with complete general plans to prepare and adopt specific plans (Government Code Sections 65450 et seq.). These specific plans have developed as a bridge between the local general plan and individual development proposals. Whether written by the developer or by the local government, they contain both planning policies and regulations. They often combine zoning regulations, capital improvement programs, detailed development standards, and other regulatory schemes into one document which can be tailored to meet the needs of the specific area.

Specific plans are often confused with area plans and planned unit developments. Area plans are adopted as part of the general plan in the same manner as elements and do not ordinarily contain regulatory mechanisms. Planned unit developments differ from specific plans in that they are a form of zoning that generally allows for mixing housing types and other uses. Specific plans, however, may be prepared for uses other than residential and may include zoning regulations.

A specific plan must include "all detailed regulations, conditions, programs, and proposed legislation which shall be necessary for the systematic implementation of each element of the general plan" (Government Code Section 65451). It must also show existing and proposed land uses by parcel. The code goes on to require that a specific plan include "regulations, conditions, programs and proposed legislation" regarding:

- The location of and standards for land uses, buildings, and facilities;
- The location of and standards for streets, roads, and other transportation facilities;
- Standards for population density and building intensity and provisions for supporting services;
- Standards for the conservation, development, and use of natural resources;
- Provisions for implementing the open-space element; and
- Other appropriate measures.

As with general plans, the planning commission must hold a public hearing before the planning agency can recommend that its legislative body adopt a specific plan (Government Code Section 65500). Notice must be published in a general-circulation newspaper mailed to all owners, or posted in three public places if there is no newspaper available. After approving the draft, the planning commission sends it to the city council or county board of supervisors along with the commission's reasons for the recommendation (Government Code Section 65502). The statement of reasons stops short of being the kind of finding often required for other approvals, a requirement eliminated in 1965 when the Legislature rewrote the specific plan statute.

After adoption, the specific plan has an effect similar to the local general plan. The Subdivision Map Act requires the legislative body to deny approval of a final or tentative subdivision map if it is not consistent with applicable specific plans (Government Code Section 66474(b)). A subdivision is consistent with a general plan or a specific plan only if the local agency has adopted a complete general plan and the subdivision is compatible with the objectives, policies, general land uses, and programs in both plans (Government Code Section 66473.5). Additionally, a development agreement cannot be approved unless the legislative body finds that the agreement is consistent with the general plan and any applicable specific plan (Government Code Section 65867.5).

Adoption or amendment of a specific plan constitutes a project under the California Environmental Quality Act (CEQA) and the State's Environmental Impact Report (EIR) guidelines. If the initial study shows that the proposed or amended general plan could significantly affect the environment, the jurisdiction must prepare an EIR and submit it in draft form for public review. Although the need for an EIR in a particular case is determined by the local government, EIRs are usually required because of the detailed development patterns and complex potential effects associated with a specific plan or major amendment.

Local officials can speed up permit processing and environmental review when certain types of projects are consistent with the specific plan. For residential projects including subdivisions and zoning changes, officials need not prepare another EIR or Negative Declaration if the project is consistent with a specific plan for which an EIR has been certified after January 1, 1980 (Government Code 65454(b)). It will, however, be necessary to prepare a supplemental EIR if, after adoption of the specific plan:

- Substantial changes are proposed in the project;
- Substantial changes occur in the reasons why a project is being undertaken; or
- New information on the project becomes available. (See Public Resources Code Section 21166).

Similarly, in certain urban areas, housing and neighborhood commercial facilities are exempt from the requirements of an EIR or Negative Declaration if the lead agency has adopted a specific plan within the last five years, finds that the EIR is sufficiently detailed, and determines that the project is consistent with the specific plan (Public Resources Code Section 21080.7).

ENVIRONMENTAL REVIEW REQUIREMENTS

In the case of the specific plan under review within this report, an Initial Study Checklist was prepared to determine the subject areas requiring assessment for potentially significant effects. Based upon that assessment, this report focuses on the following environmental issues:

- Traffic and Circulation
- Air Quality
- Noise Considerations
- Water Supply and Demand
- Other Public Services, and
- Geology, Soils and Flooding Issues

Other issues were found not to have the potential for significant environmental effect and therefore are not given a detailed assessment in this report.

This Environmental Impact Report has been designed to address the abovementioned concerns in a clear and concise manner and to provide decision makers, agency staff, and the general public with an easy to read, full disclosure document. INTERFACE Planning and Counseling Corporation has used its best efforts to prepare a complete, concise, and reliable report. However, the report preparers shall not be liable for costs or damages to any client or third parties caused by delay or termination of any project due to judicial or administrative action, whether or not such action is based on the form or content of this report.

A number of changes have been included in this Final EIR as a result of the public and agency review process. These changes have been indicated by a vertical line in the margin adjacent to that portion of the text which has been revised.

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	RESOURCE	DESCRIPTION OF IMPACT	SCOPE	PARTIAL MITIGATION MEASURES	RESIDUAL IMPACT
A.	Air Quality	Generation of air pollutants indirectly resulting from ultimate construction of Specific Plan Elements	Regional	Adopt transportation management strategies as part of development plan elements	Significant
B.	Risk of Upset	Potential for exposure of persons to hazardous substances resulting from railway accidents and increase of burdens upon Fire Department personnel	Regional (along rail line)	None available	Significant

II. SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CAN BE MITIGATED OR AVOIDED (DECISION MAKERS MUST MAKE "FINDINGS" UNDER SECTION 15088b OF THE STATE EIR GUIDELINES IF THE PROJECT IS APPROVED).

	RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	RESIDUAL IMPACT
A.	Traffic and Circulation	Inadequate ingress/egress to handle peak hour traffic volumes	Specific to Exhibit Plan	Provide an additional access point along Yanonali Street	None
		Inadequate left-turn lane storage capacity	Specific to Exhibit Plan	Lengthen turn pockets to 150 feet	None

	RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	RESIDUAL IMPACT
B.	Noise Environment	Potential exceedance of normally acceptable interior noise levels	Site Specific	Utilize noise insulation techniques during construction	None
C.	Fire Protection	Potential access problems to to "barrier effect" of U.S. 101 prior to WR-2M implementations	Subregional	The applicant should waive the right to protest the formation of a benefits assessment district	None
		Insufficient fire flow to support proposed project	Site Specific	Improve or replace water delivery system on and adjacent to the site	None
D.	Police Protection	Potential increase in demand for police services due to high-occupancy nature of motel use	Site Specific	Incorporate security systems into project design and review site plans with Police Department	None
E.	Geophysical Conditions	Potential exposure of persons on-site to geophysical hazards including liquefaction, seismic shaking, groundwater and soils hazards	Site Specific	Complete site specific studies by registered professionals and incorporate recommendations into building and foundation design	None
F.	Water Supply	Potential exceedance of 2.0 AFY/acre threshold	Site Specific	Reduce ultimate consumption through conservation techniques which would reduce on-site demand below 2.0 AFY/acre	Acceptable

III. OTHER ENVIRONMENTAL IMPACTS WHICH ARE ADVERSE BUT NOT SIGNIFICANT

	RESOURCE	DESCRIPTION OF IMPACT	SCOPE	SUGGESTED MITIGATION MEASURES	RESIDUAL IMPACT
A.	Flood Hazard	Location of project within 100-year flood plain of Mission Creek	Site Specific	Incorporate Flood Control District's conditions into final development plan	None
B.	Geologic Hazard	Exposure of motel guests and other site to potential hazards, including liquefaction and tsunami	Site Specific	Perform geological investigation and incorporate recommendations into final project design	None

III. PROJECT DESCRIPTION

A. Project Location and Legal Description

The site of the proposed project is located in the waterfront area of the City of Santa Barbara (see Figures 1 and 2). As such it lies within the Coastal Zone and the Redevelopment Area of the City. The location of the development can best be described as those parcels of land which would be fronting the proposed extension of Garden Street, bounded by the Yanonali Street extension on the north[1] to the Southern Pacific Railroad right-of-way on the south. The property at the present time is largely underdeveloped with only commercial, industrial and storage uses presently occupying the site. Railroad spurs bisect the property and serve adjacent unrelated parcels. The site is a portion of two parcels presently owned by the Southern Pacific Transportation Company, 17-010-29 and 40.

For the purposes of clarity in describing the proposed uses, the project site is separated into three separate sub-areas, referred to as Areas A, B and C (see Figures 3 and 5).

B. Approvals Sought

The request being made by the applicant of the City of Santa Barbara is for the approval of a "Specific Plan" for Areas A, B and C and the related road system. The Planning Commission reviews such a Specific Plan and makes recommendations to the City Council. The authority for acting on a "Specific Plan" is Sections 65450 through 65452 of the State of California Government Code.[2] The contents of a "Specific Plan" generally indicate what an applicant is proposing to develop, but leaves the details of any development to a more detailed "Development Plan" which would be submitted subsequent to the approval of the "Specific Plan" and at the time that the individual parcels or portions of the project are proposed for development. Also at the time that the "Development Plan" is submitted to the City Planning Commission for approval, the individual projects would be submitted to the Architectural Board of Review and, if appropriate, the Landmarks Committee for design review. In general, all developmental processing requirements would continue to apply for all uses proposed for the site.

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[1] The previously approved Cabrillo Industrial Park, parcel (portion of) 17-010-40, located at the northeast corner of Yanonali and Garden Streets is also under option to a corporation controlled by Mr. Wright, is not part of the "Specific Plan" proposal.

[2] The City of Santa Barbara has previously approved a "Specific Plan" for the Park Plaza Hotel (Specific Plan No. 1) located on Cabrillo Boulevard at East Beach.

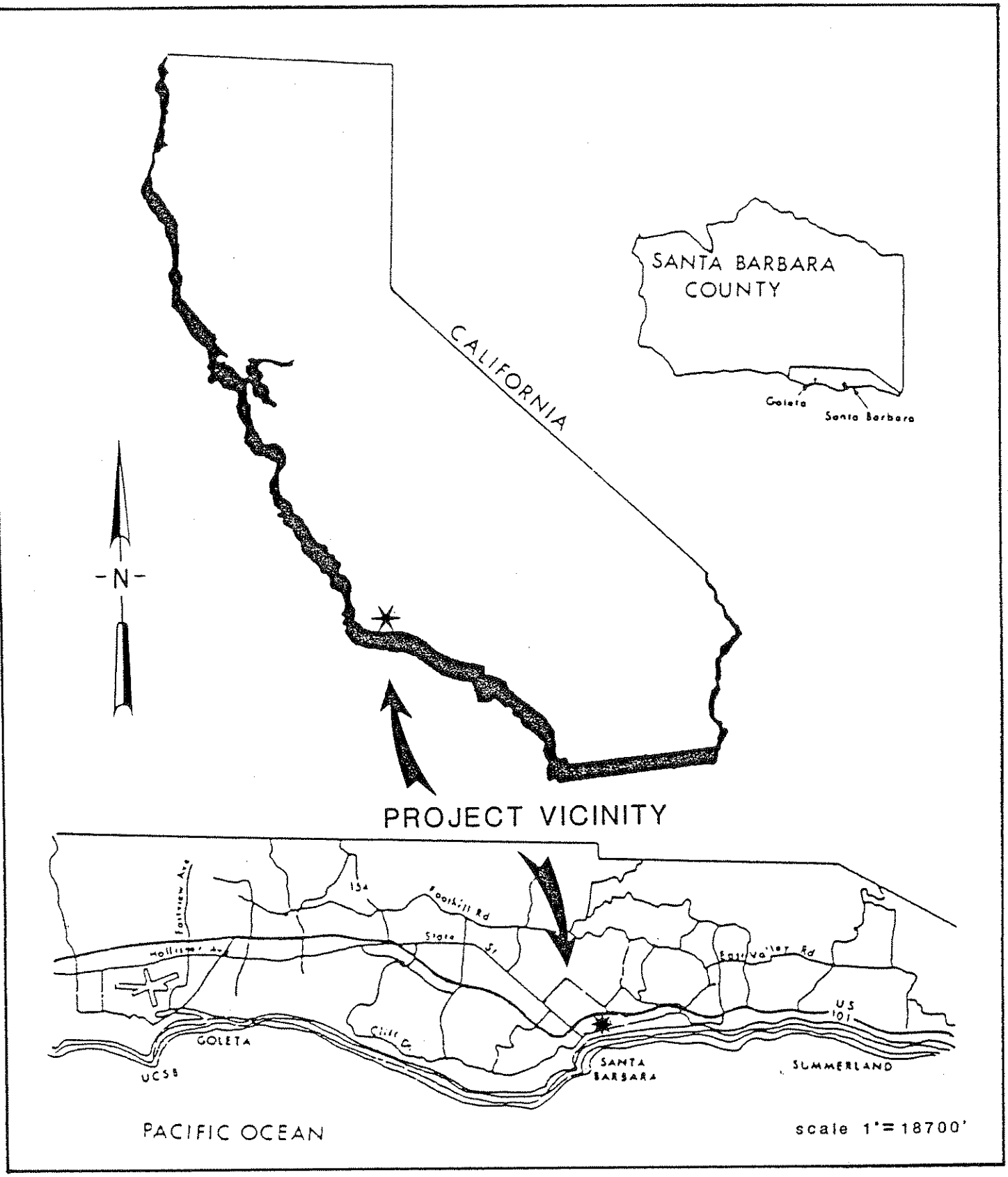

Figure 1

REGIONAL SETTING

INTERFACE Planning and Counseling Corporation
222 E. Canon Perdido St
Suite 200
Santa Barbara
California 93101 805-963-0651

Environmental Impact Assessment
Development Feasibility Studies
Land Use Management Plans
Site Plan Review

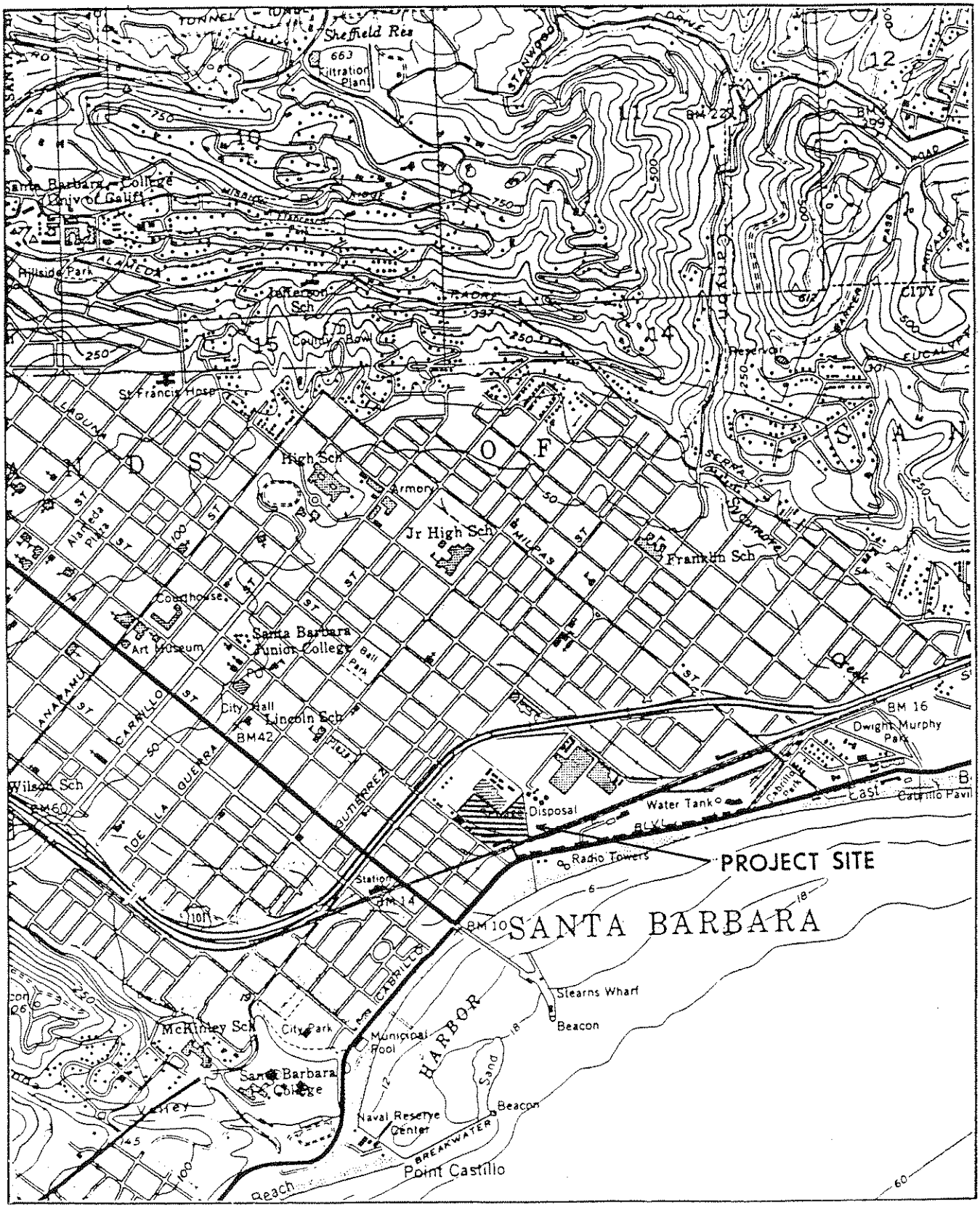

Figure 2

LOCAL SETTING

source USGS Santa Barbara Quad

scale 1" = 2000'

INTERFACE Planning and Counseling Corporation
222 E. Canon Perdido St
Suite 200
Santa Barbara
California 93101 805-963-0651
Environmental Impact Assessment
Development Feasibility Studies
Land Use Management Plans
Site Plan Review

Subsequent to the preparation of the Draft EIR, the applicant also submitted a Tentative Subdivision Map for review and approval by the City. The Tentative Map would create three parcels. Figure 4 indicates the details of the Tentative Map and Grading Plan.

As part of the review and approval of this "Specific Plan", the applicant has requested that the project's traffic be analyzed with the intent of establishing the number of "deficiency points" to be attributed to this project. The applicant has also requested that consideration be given to the diversion of traffic from other parts of the waterfront as a result of the construction of the portions of the Garden Street and Yanonali Street extension that would be a part of this proposal. In the same light, the applicant has also requested that the projected water use be analyzed and a water allocation be made for this "Specific Plan" project.[3]

C. Components of the Specific Plan

The following narrative provides a discussion of the uses proposed for each of the areas delineated by the Specific Plan. Table 1 is presented to summarize by development area the various uses and statistics contemplated to be developed under the Specific Plan concept.

AREA "A"

Area A is proposed to be developed with a tourist oriented motor hotel along with related uses and functions. According to the applicant, the motor hotel and other uses would be located in several one, two and three story buildings, designed in the Santa Barbara traditional architectural style and oriented towards the tourist. The motor hotel would contain approximately 250 medium priced guest rooms catering primarily to families. The prices of motel rooms would be similar to those charged by a "Holiday Inn" type of establishment. With the ancillary services proposed, the motor hotel is intended to be a full-service facility. The project would also be designed to accommodate small private meetings.

Conceptual design elements proposed as part of this submittal are as follows:

- A coffee shop seating approximately 60 people would be provided which would serve breakfast, lunch and dinner.

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[3] It has been requested that this analysis also include the previously approved Cabrillo Industrial Park (at the north-east corner of Yanonali and Garden Streets).

Site = 8.283 acres

20.376 acre-feet/ acre

TABLE 1
SUMMARY OF PROJECT STATISTICS

	AREA A	AREA B	AREA C
Site Area	5.076 acres	2.123 acres	1.084 acres
Zoning	HRC-II[1]	HRC-II/OM-1[2]	OM-1
LCP Designation	Visitor Serving	Visitor Serving and Ocean Oriented Industry	Ocean Oriented Industry
Proposed Use	Motor Hotel and Related Uses	Restaurant and Parking	Boat Yard and Marine Storage
Component Specifics			
Building Coverage	65,000 sq.ft.	9,000 sq.ft.	11,000 sq.ft.
Parking Access and Impervious Surfaces	70,700 sq.ft.	47,300 sq.ft.	25,620 sq.ft.
(Parking Spaces Provided)	(375 spaces)[3]	(110 spaces)[4]	(11 spaces)[5]
Landscaping Walkways and Patio Areas	85,400 sq.ft.	28,300 sq.ft.	2,000 sq.ft.
Other/Open Space	----	7,880 sq.ft.	8,600 sq.ft.
TOTAL	221,100 sq.ft.	92,480 sq.ft.	47,220 sq.ft.

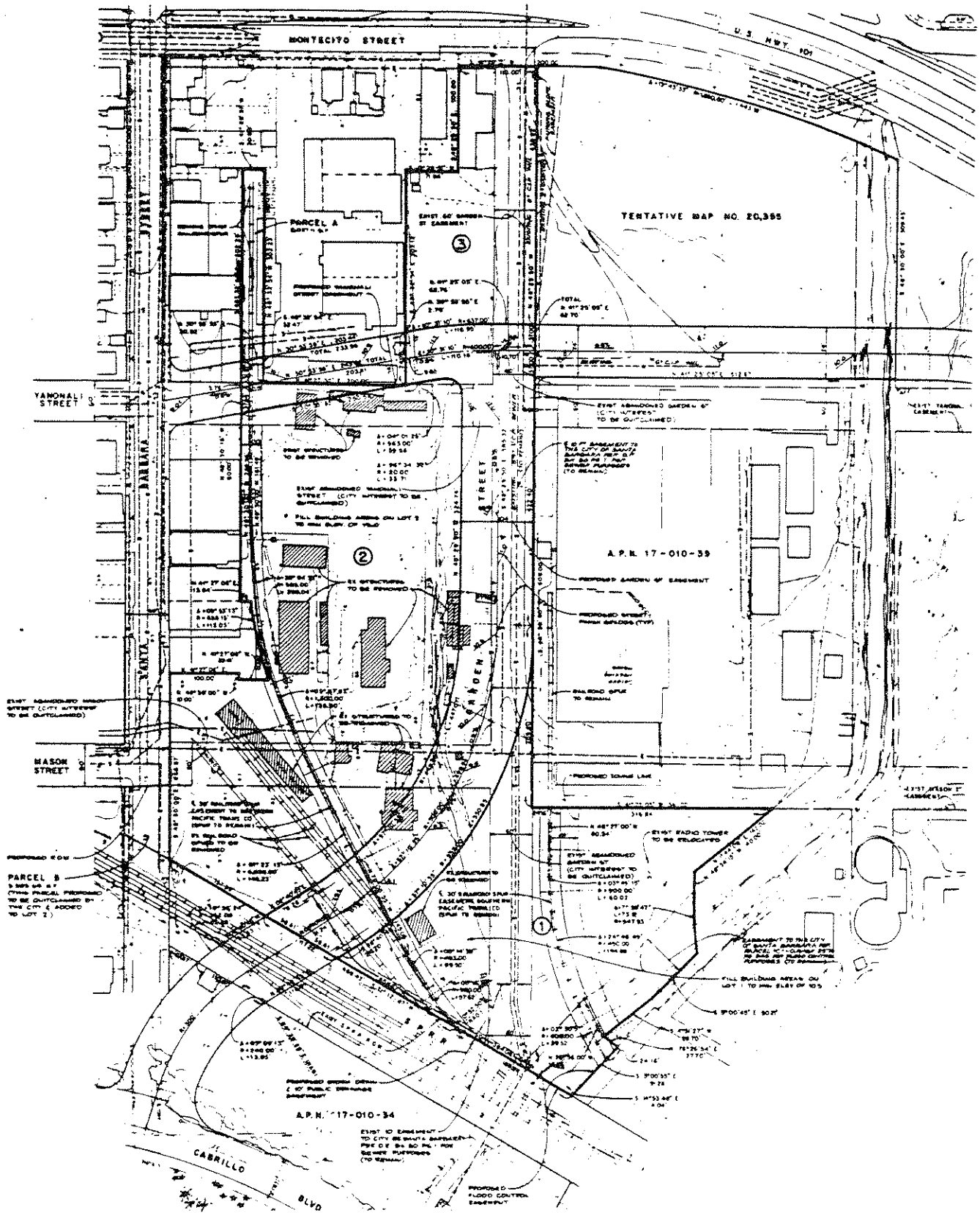
[1] HRC-II (Hotel and Related Commerce-II) is the implementing Coastal Plan zoning which permits hotels, motels, commercial uses related to hotel/motel operation, and other visitor-serving uses such as restaurants, cafes, art galleries, and commercial recreation. While approved by the City Council, this and other coastal plan zoning has not yet been approved by the State Coastal Commission.

[2] OM-1 (Ocean Related Manufacturing) permits light industrial uses which are related to ocean and marine activities.

[3] The ultimate parking requirement for specific land uses ultimately proposed will be determined by discretionary bodies such as ABR, Landmarks Committee, Planning Commission, etc.

[4] Amount of parking provided equals that required by ordinance.

[5] The ultimate parking requirement for industrial uses will be determined at a later date.



TENTATIVE SUBDIVISION MAP

FIGURE 4

Source: Penfield & Smith, Engineers

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- A dining room seating approximately 70 people would be provided adjacent to and/or in conjunction with the coffee shop. The dining room would be open for lunch and dinner only. It is intended that the coffee shop and dining room would primarily serve the users of the motor hotel with a rather limited amount of patronage from the community at large.

- A cocktail lounge seating approximately 120 people would be provided in conjunction with the motor hotel either adjacent to or separate from the dining room facility. It is anticipated that the cocktail lounge would have live entertainment and a small dance floor.

- Meeting rooms of approximately 5000 square feet would be provided to serve the users of the motor hotel for functions such as business meetings and small gatherings. It is estimated that these meeting rooms would have an "occupant load" of approximately 350 persons.

- Convenience shops such as a gift shop, boutique shops and similar travel serving retail areas would be provided in conjunction with the reception area and office area of the motel. This facility would provide the necessary magazines and sundries that are required by motor hotel guests. However, the size (in square feet) of these visitor serving commercial uses has not yet been determined.

- A swimming pool, jacuzzi and related recreational amenities would be provided for use by motel guests.

- Other necessary design features such as laundry/ maintenance rooms would also be provided.

Parking for the majority of motor hotel users and guests would be located in an underground parking garage below the motel structure itself. The underground parking would provide spaces for approximately 270 cars. In addition, at grade parking for approximately 125 cars would be provided for the other motor hotel uses on the site and for employees.

The design of all buildings within the motor hotel complex would be in the "Santa Barbara" style which is exemplified by those buildings that are currently approved within the El Pueblo Viejo District of the City. This style uses large expanses of plaster on the exterior walls, mission tile roofs, small paned windows, decorative tiles, etc. The building design and landscaping would require approval by the Landmarks Committee and Architectural Board of Review. The structures themselves would be one, two and three story in height. Setbacks would conform to the requirements of the proposed HRC-2 ordinance.

Landscaping would be primarily of a native, drought-tolerant type to conserve water. The Garden Street frontage would be given

additional consideration in keeping with the perceived importance of this street as one of visual importance. Planting would also be provided along railroad tracks for screening when appropriate.

The applicant has expressed interest in providing an alternative transportation program for guests, such as an airport shuttle system and a method of encouraging employees to use alternative modes of transportation. Bicycle parking would be provided on site for employees and for portions of the coffee shop/dining room and meeting rooms. The existing railroad spur that presently serves businesses to the north of this development would be maintained through the design of parking and driveway areas.

AREA "B"

Area B is proposed to be developed with a full service, family oriented restaurant. The theme and menu would be directed to the ocean/beach users and to tourists. The restaurant would seat approximately 325 people with dining seating for 200 people and lounge seating for approximately 125 people. The restaurant would accept the fact that the railroad right-of-way is immediately adjacent to the site. The building itself would be located to take advantage of the views of Palm Park and the Santa Barbara Channel to the south. The restaurant is presently anticipated to serve lunch and dinner only. The floor area of the structure would measure approximately 9000 square feet. Depending on the operator and final design, the building could be one story or one and two stories in height. The restaurant would require parking for 110 cars (plus delivery), based on the City parking ordinance requirement of one car/three seats. The parking lot would be landscaped to City standards. Bicycle parking would also be provided.

As with the motel, the restaurant would be designed in the "Santa Barbara" style. The building design and landscaping would be reviewed by the Landmarks Committee and Architectural Board of Review. The building would be either one or two stories in height depending on the requirements of the operator. The building setbacks would conform to the requirements of applicable City ordinances. Exterior patio dining areas may also be provided.

Landscaping would be primarily a native, drought-tolerant type to conserve water. The Garden Street frontage would be more intensively landscaped in keeping with the City's desire for this street to be one of visual importance. Planting along the railroad right-of-way is proposed to be high at parking areas but selectively low at the restaurant so as to not obstruct the view towards Palm Park and the ocean. The Central Drainage Channel (Laguna Creek) which forms a portion of the eastern boundary of the site would be left in its present condition. The drainage channel has been identified as a "buffer creek" on the Local Coastal Plan. A setback of 25 feet from the top of the creek

bank would be maintained as a part of this portion of the Specific Plan.

AREA "C"

Area C is proposed to be developed as a Boat Yard which includes outside Boat Storage Marine Storage Facilities and may include covered boat repair areas. The marine storage portion of the development would provide small, secure, enclosed storage facilities for the boating users of the harbor. The storage facilities would be in one or more buildings. Storage units would be available in small increments or modules similar to a mini-storage warehouse. It is anticipated that the storage facilities would be used both by the recreation users and by commercial users of the harbor.

The boat yard facilities could include covered structures for the repair or construction of boats. As presently planned, the structures could be roofed but otherwise largely unenclosed, depending upon the needs of future tenants. These unenclosed structures would permit the construction/repair operation on boats and marine equipment to be observed by the public from the adjacent public parking lot.

The boat storage portion of the development would provide a location for the short term or long term storage of boats. Storage would be within a fenced yard (except along Laguna Creek) but not covered. It is felt by the applicant that there is a need for secure boat storage in the beach area due to the shortage of slips in the harbor and storage areas at the waterfront. The design of marine storage buildings would be in keeping with the barn-like wood buildings that have been developed on Stearn's Wharf. The boat storage buildings would be simple structures with only a roof. These buildings may not conform to the acceptable styles that are permitted in the El Pueblo Viejo district of the City. The boat storage areas would either be paved or surfaced with gravel or other "soft" paving material.

Drought tolerant, native landscaping would be installed on the perimeter of the boat yard to screen the storage areas from the railroad and to control what is seen from Cabrillo Boulevard.

The adjacent Restaurant parking would allow the public to observe the boat repair and building operation and observe the boats in storage. However, the public would not be allowed within the enclosed boat yard. The railroad spur that crosses the site to serve the Calavo Packing House to the north would have to be maintained on the site. The parking lot layout would be designed to accommodate this railroad spur. Parking for employees and the mechanics of the boat yard would be within the yard itself.

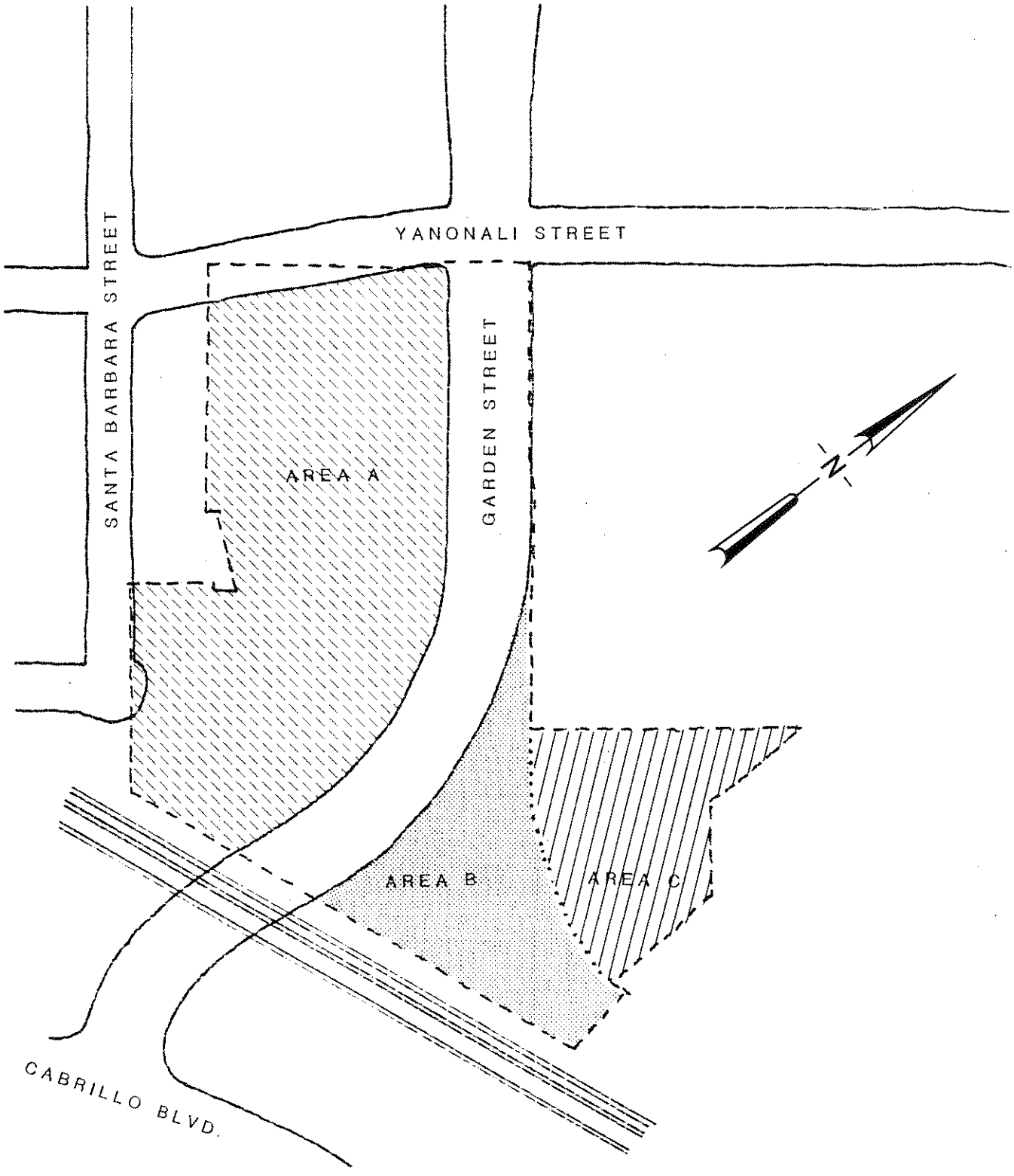

FIGURE 5

not to scale

SPECIFIC PLAN SUB-AREAS

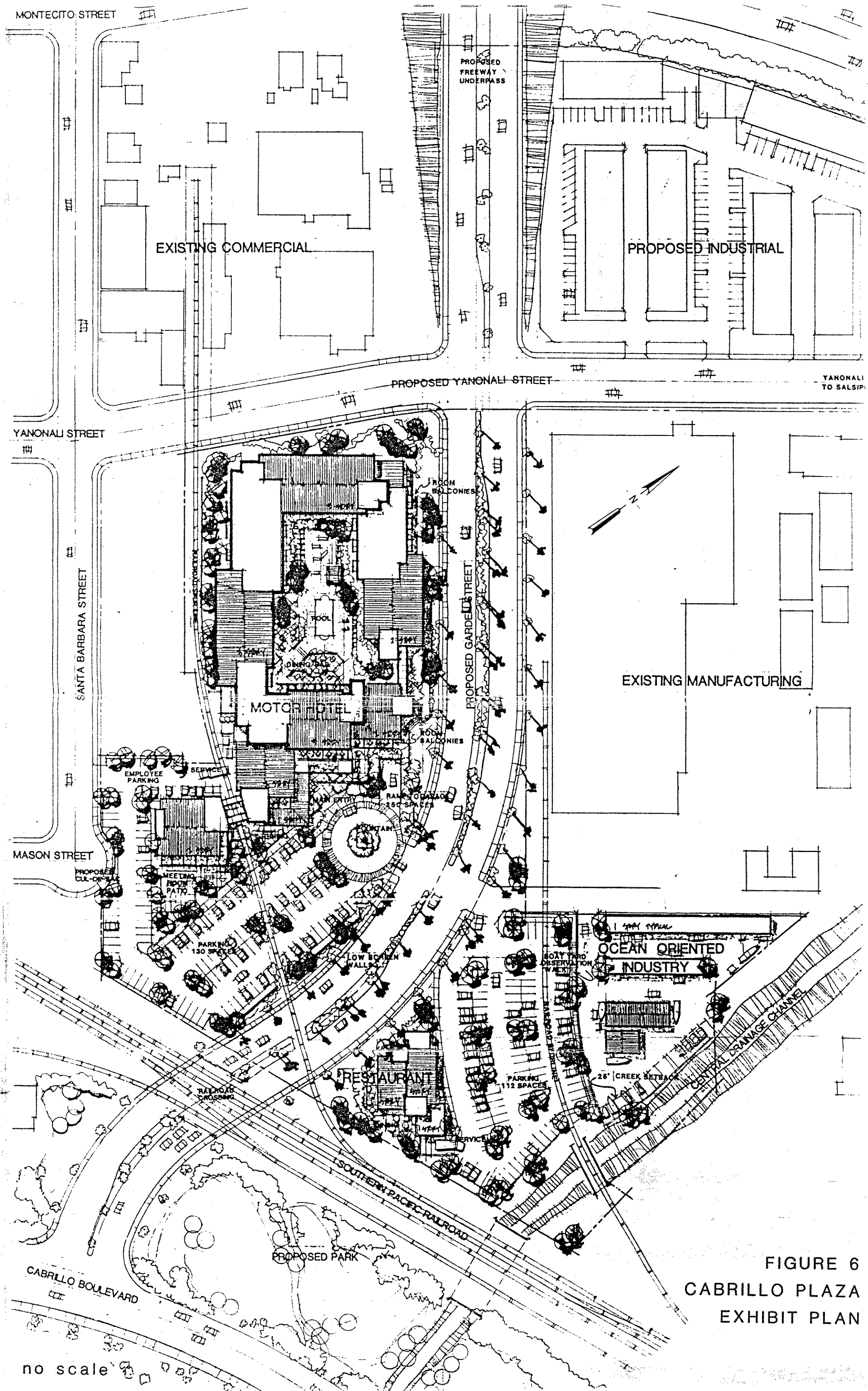

FIGURE 6
CABRILLO PLAZA
EXHIBIT PLAN

no scale

D. Circulation System Improvements

As part of the Specific Plan and anticipated future development of site specific uses, major changes would be made to the area's circulation system. The Specific Plan has been formulated to be consistent with the WR-2M Freeway Alternative which is anticipated to begin construction in 1986. Within the project area itself, the Specific Plan proposes to extend Garden Street as a landscaped boulevard with a 104 foot right-of-way, 84 foot pavement section, and landscaped median. A new "at grade" railroad crossing would be construct to replace the existing Santa Barbara Street railroad crossing. Yanonali Street would also be extended through the site in an easterly direction from Santa Barbara Street to terminate at the Central Drainage Channel (Laguna Creek).[4] Additional details regarding area circulation is presented in the Environmental Setting and Traffic and Circulation Section of this report.

E. Grading and Other Improvements

Due to the site's location within the 100 year flood plain of Mission Creek, development of the site would require the deposition of clean fill material in sufficient amounts to raise finished floor elevations a minimum of 18 inches above the 100 year flood elevation (estimated to be from nine feet to 12 feet above mean sea level). Building sites west of the Garden Street extension would be filled to an elevation of approximately 13.0 ft. or a minimum of 12 inches above the estimated 100 year flood elevation of Mission Creek. Building sites east of Garden Street would be filled to an elevation of 10.5 feet or a minimum of 18 inches above the estimated 100 year flood elevation of the Central Drainage Channel. Fill material would raise existing ground elevations between one and a half and six feet above their present elevations. All grading would be accomplished in such a manner that the site would drain toward existing and proposed streets as well as storm drains and the Central Drainage Channel. Estimates of the amount of fill required for all aspects of the Specific Plan total approximately 16,000 cubic yards of imported fill material.

Other improvements included as part of the development which would follow approval of the Specific Plan include the abandonment of several rail spurs (two to remain and transect project site) and the undergrounding of all public utilities such as electric and telephone cables and lines. Street lights, curbs and gutters and other similar improvements would also be provided with development.

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[4] Ultimately, Yanonali Street is planned by the City to be extended to Salsipuedes Street at some unknown date in the future.

F. Phasing

The motor hotel complex is planned to be constructed in a single phase; however, it is quite possible that it could be constructed in several stages depending on the status of the freeway construction and rail spurs. The construction of Garden Street from Cabrillo Boulevard to East Yanonali Street would occur concurrently with motor hotel construction. It is likely that the restaurant proposed for Area B would also be constructed at the same approximate time as the motor hotel complex. Boat yard construction and marine storage facilities could be developed independent of other aspects of the Specific Plan. However, in no event could any of the proposed uses be constructed prior to adoption of the proposed Specific Plan and/or detailed development plans.

IV. ENVIRONMENTAL SETTING

A. Existing Conditions

The 10.54 acre site is located in the waterfront area of the City. Existing uses located on the site range from boat building and repair activities to lumber milling and retail sales to general storage activities. The site is also used by transients and other unauthorized individuals who, in some cases, reside in overgrown vegetation. Table 2 indicates the present uses on site as well as the approximate land area of each activity. In general, the site is presently underutilized given its close proximity to the waterfront area.

TABLE 2
EXISTING SITE USES

TENANT	CLASSIFICATION	LAND-SQ. FT.	# OF PEOPLE
Channel City Lumber	Retail Lumber Yard	78,800	10
Hedrick Lot	Outdoor Storage	5,000	2
Feed Store Restaurant	Restaurant Parking Lot	15,280	0
Ground Service	Excavation	7,200	8
KACL, INC.	Radio Location	18,805	1
Hobart	Service Depot	7,500	16
Radon Boats	Boat Repair Yard	31,350	15
Sterling Supply Co.	Storage	3,275	0
Albert A. Roesser	Retail Feed Store	16,870	3
Gene Winkler	Storage Lot	9,000	3
Schaffer Tree	Tree Service Business	7,200	5

The site is surrounded by similar light industrial and commercial/manufacturing uses including the Rayne Water Conditioning plant, Calavo parking plant, a liquor distributorship, storage facilities, vacant land planned for industrial use, and the City's Sewage Treatment Plant. To the southeast of the site is an area proposed for expansion of Palm Park.

B. Land Use Plans and Policies for the Vicinity

Being located within the Coastal Zone of the City, the site is part of a larger planning area which has, over the past several years, been reevaluated in terms of desirable land uses and functions. A number of plans and policies relate to the site and vicinity. The following narrative provides a summary discussion of the relevant City plans and policies that guide development on the site and its immediate vicinity.

General Plan Policies

Land Use Element: The City's Land Use Element, while superseded by the Coastal Plan Land Use Plan, indicates that Hotel and Residential Uses are desirable west of the extension of Garden Street and industrial uses are desirable east of the Garden Street Extension. Garden Street itself is indicated to be a major arterial. The uses as proposed within the proposed Specific Plan are generally consistent with these land use map designations. The text of this element makes no specific mention of the project site.

Conservation Element: The Conservation Element policies which directly relate to site development are indicated below:

- Visual Resources - New development shall not significantly detract from views of the ocean, from the shoreline, and of the foothills and mountains from the beach. (policy II 3.0) PROJECT IS CONSISTENT due to its distance from the beach.

Housing Element: The Housing Element policies which directly relate to site development are as follows:

- Housing Demand - Within the South Coast area, new employment generating developments shall be in balance with available housing resources at prices affordable to projected new employees who will be moving into Santa Barbara from outside the South Coast market area (policy #2.1.0) PROJECT IS POTENTIALLY INCONSISTENT due to its generation of indirect housing demand from employment generation. See Growth Inducement section for additional discussion.

Noise Element: The Noise Element policies which directly relate to site development are as follows:

- Existing and potential incompatible noise levels in problem areas should be reduced through land use planning building and subdivision code enforcement and other administrative means (policy

3.0) PROJECT IS POTENTIALLY INCONSISTENT if noise levels are not ultimately reduced through building design and site layout.

Safety and Seismic Element: The Safety and Seismic Safety Element of the General Plan discusses several geologic conditions which affect the subject property, as follows:

- Liquefaction - There is high ground water in the area. This is evidenced by the fact that the property is in an area that was once an estero and later filled. The General Plan states that future development must consider special construction and structural techniques into the design.

- Tsunamis - The General Plan states that there is a danger of such an occurrence in this area if an earthquake magnitude is greater than 7.5. The East Beach Area is subject to damage from a large tsunami wave. The General Plan recommends that warning and evacuation procedures be developed and possible victims be made aware through media and education.

- Flooding - The subject property is in the area identified as the "Central Drainage Area" and the Mission Creek drainage area. The General Plan recommends that flood containment structures be placed on private land and that the City develop a program to acquire remaining open space rights or easements on land subject to flood hazard.

- Land Acceptability Matrix - The Safety/Seismic Safety Element contains a matrix which classifies land relative to particular geologic hazards. The matrix categorizes "critical facilities" as "not acceptable" land use in areas subject to liquefaction and/or tsunami. The matrix categorizes "critical facilities" in areas of high ground water as "conditionally unacceptable". Hotel and conference facilities are considered "critical facilities" in the Element due to their high occupancy nature and potential for large loss of life in a major seismic occurrence if not adequately designed or regulated.

THE PROJECT IS POTENTIALLY CONSISTENT subject to further engineering study.

Park and Recreation: No goals or policies directly relate to development of the site. For additional information, see discussion of Coastal Plan below.

Circulation Element: The Circulation Element of the General Plan as embodied in the Coastal Plan Land Use Plan calls for the extension of both Garden and Yanonali Streets as well as Salsipuedes Street to the east. While the LCP shows the relocation of the Southern Pacific Railroad tracks on its Land Use Plan, this option is currently considered financially infeasible. PROJECT IS CONSISTENT

Central City Redevelopment Plan: The CCRP, like the City's General Plan, specifies tourist-related commercial and residential uses west of the Garden Street extension. The permitted uses under the First Amended Redevelopment Plan are summarized in the appendix of this report. PROJECT IS CONSISTENT

Coastal Plan and Coastal Act Policies

The City's Coastal Plan and associated Land Use Plan were certified by the State Coastal Commission on January 22, 1981. The Land Use Plan and associated Coastal Plan text are intended to serve as guidelines for development and redevelopment within the coastal zone. The issue areas which are addressed by the Plan are:

- Shoreline Access
- Recreation and Visitor Serving Facilities
- Housing
- Water and Marine Resources
- Diking, Dredging, Filling and Shoreline Structures
- Commercial Fishing and Recreational Boating
- Environmentally Sensitive Habitats
- Hazards
- Locating and Planning New Developments
- Coastal Visual Resources and Special Communities
- Public Works
- Industrial Development and Energy Facilities

The following discussion is intended to summarize the relevant Coastal Policies and Coastal Act provisions which relate to the project site and its potential uses. In general, the Specific Plan is CONSISTENT with the provisions of the Coastal Act subject to refinements which would occur at such time time as a detailed development plan were prepared. It is also consistent with the zoning ordinance developed to implement the Land Use Plan.

- Circulation and Parking - The Local Coastal Plan discusses the major Circulation and Parking issues in the Recreation and Public Services Sections. The 1976 Coastal Act in 30212.5 sets the standard by stating that public facilities including parking shall be distributed throughout an area, in this case, the waterfront area, to mitigate overcrowding, over use and

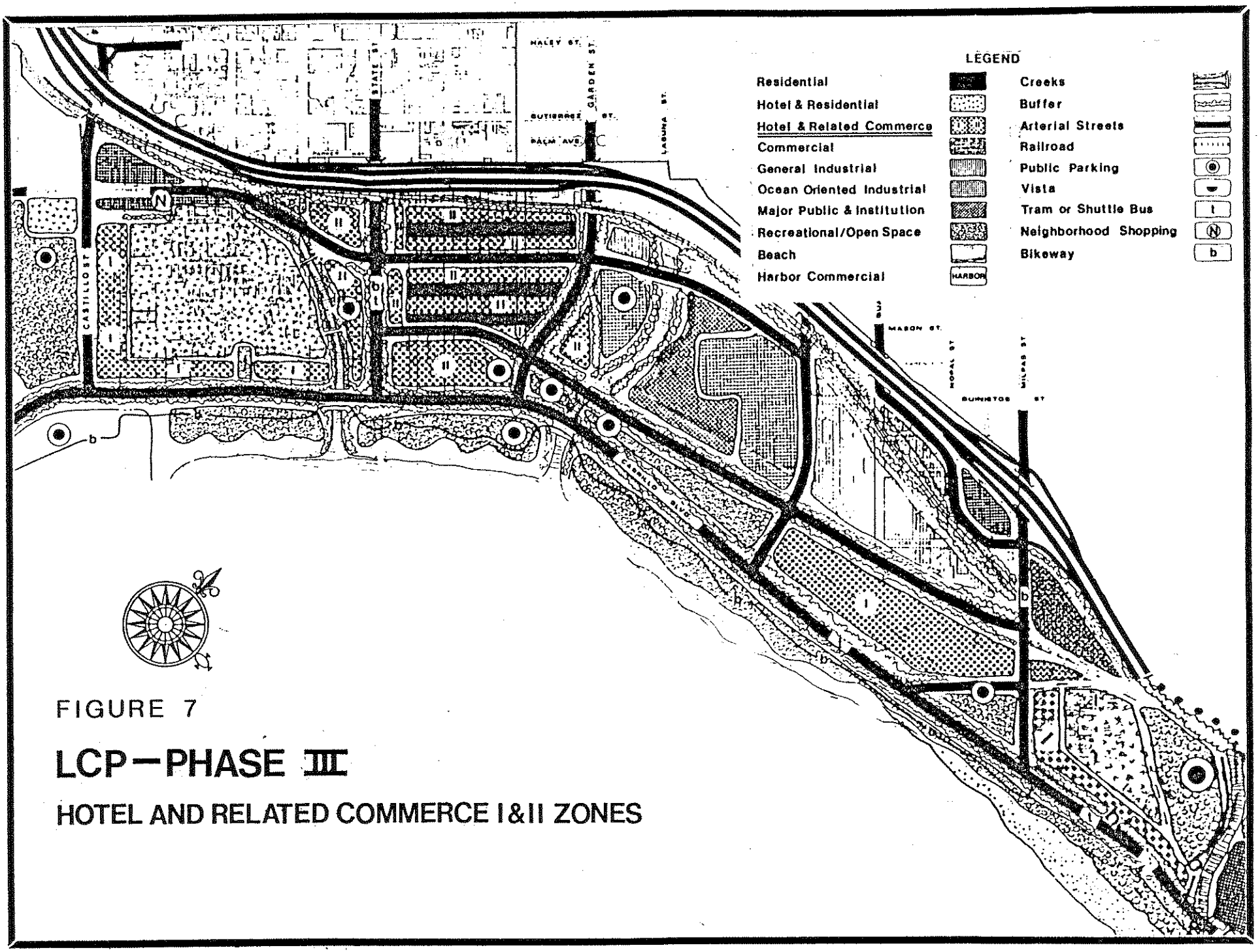

FIGURE 7

LCP—PHASE III

HOTEL AND RELATED COMMERCE I&II ZONES

social impacts. LCP Policies 3.3, 3.4 and 3.5 state that all new development which generates new recreational visitors, significant increased recreational demand and associated circulation impacts shall provide off street parking to meet present and future demand. Development should incorporate all mitigations including bike facilities, pedestrian walkways, people mover systems, in lieu fees or other means of compensation. The LCP also provides that the Redevelopment Agency continue efforts to provide people moving systems, public parking and coordination with MTD in providing bus scheduling and routes in the waterfront area.

The Coastal Act in 30254 states that public works facilities are to accommodate needs generated by uses permitted in the LCP, including the formation of special districts and where there are service constraints, priority shall be given to projects which are consistent with Coastal Act priorities. (LCP Policies 11.1, 11.2, 11.5, 11.7, 11.14. 11.15 and 12.1 all relate to this provision in the Coastal Act.)

The LCP policies state that efforts to implement the Crosstown Transportation Corridor shall continue and, until it is accomplished, that development shall be limited in accordance with the WATS deficiency point system and such development shall be consistent with the Coastal Act priorities as discussed in the LCP. The Specific Plan's proposed access and circulation network (Garden Street and Yanonali Street extensions) facilitate the realization of the Crosstown Corridor and would improve access to the area as well.

- Visual Quality - The Scenic Highways and Conservation Element of the General Plan contains discussion that pertains to the project vicinity. The Scenic Highways Element includes a description analysis of the views along Cabrillo Boulevard. The Element states that Cabrillo Boulevard is a major tourist attraction and is to be preserved for visitors and residents as a scenic highway.

  As the Crosstown Freeway (alternative WR-2M) is constructed, the Garden Street extension will function as a main accessway for residents and visitors to reach the waterfront area. As such, the Waterfront Area Design Guidelines will play a significant role in the evaluation of the project's enhancement of visual quality in the immediate vicinity. LCP Policies 9.1, 9.3, and 9.5 will all require a finding of consistency with regard to specific development proposals.

- Public Services - The Coastal Act addresses the public service and utility aspects of the Coastal Zone

in Section 30254, which states that new or expanded public works facilities shall be designated and limited to accommodate needs generated by development or uses permitted in the Coastal Zone. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent uses, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development. The Act also states that special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development consistent with 30254.

The following policies relate directly to the proposed Specific Plan:

Policy 11.2

Until the crosstown freeway corridor is improved, the City shall limit development to that which can be accommodated by a modified local street network and which will provide adequate levels of service and access to the waterfront. The modifications to local streets shall be those which are related to existing or future potential circulation impacts.

Policy 11.4

The City shall investigate the development of the following additional east/west streets in the waterfront area in order to alleviate traffic along Cabrillo Boulevard:

(1) Prior to freeway construction, the extension of Yanonali Street east to Salsipuedes Street.

(2) After freeway construction, (a) the realignment of Montecito Street to Yanonali Street, per the "WR" freeway plans; and (b) the development of a new street along the Southern Pacific right-of-way connecting to Mason Street.

Policy 11.6

The City shall locate and develop new public and private parking in larger, multi-use facilities wherever feasible in order to minimize street access points, reduce peak parking space requirements, and improve facility control.

- Visitor Serving Commercial Uses - Of interest to the City's LCP are the following policy requirements" (1) that visitor-serving commercial and recreational uses shall have priority over all other uses (except agriculture and coastal dependent industry), and (2) that lower cost visitor-serving uses shall be protected and encouraged. To comply with those policies, the City must ensure that existing visitor-serving opportunities are protected; that land use policies give priority to visitor-serving uses in new development decisions; and that lower cost visitor-serving uses are provided.

The following LCP Policies relate directly to the proposed Specific Plan:

Policy 4.1

In order to preserve and encourage visitor-serving commercial uses, appropriate areas along Cabrillo Boulevard, Castillo Street, Garden Street and along State Street shall be designated 'Hotel and Related Commerce I (HRC-I)' and Hotel and Related Commerce II (HRC-II)'.

HRC-I designation shall include hotels, motels, other appropriate forms of visitor-serving overnight accommodations and ancillary commercial uses directly related to the operation of the hotel/motel.

HRC-II designation shall include all uses allowed in HRC-I and such other visitor-serving uses examples such as, but not limited to, restaurants, cafes, art galleries, and commercial recreation establishments. Uses such as car rentals and gas stations will require a conditional use permit.

Policy 4.2

New visitor-serving development permitted pursuant to Policy 4.1 shall be:

(1) Reviewed by the Architectural Board of Review for compatible architectural design;

(2) Be consistent with the adopted LCP Visual Quality Policies;

(3) Provide to the maximum extent feasible, public view corridors, opens spaces, and pedestrian (and/or bicycle) walkways and facilities;

(4) Provide adequate off-street parking to serve the needs generated by the development; and

(5) Provide measures to mitigate circulation impacts associated with the project, including but not limited to coordination with the Redevelopment Agency's Transportation Plans for the area, provision of in lieu fees, provision of bicycle facilities, or other appropriate means of mitigation.

Policy 4.3

Public amenities which provide unique lower cost visitor-serving experiences, such as the Arts and Crafts Show, channel and boat viewing at the Harbor, and any other special uses shall be protected and encouraged.

Policy 4.4

New hotel/motel development within the coastal zone shall, where feasible, provide a range of rooms and room prices in order to serve all income ranges. Likewise, lower cost restaurants, or restaurants which provide a wide range of prices, are encouraged.

Policy 4.5

Removal or conversion of lower cost visitor-serving uses in areas designated HRC-I and HRC-II shall be discouraged unless the use will be replaced by a facility offering comparable visitor-serving opportunities.

Ocean Dependent Activities

The following policies relate to development of the project site and its Specific Plan:

Policy 7.5

Land area inland of the proposed easterly breakwater shall be designated to permit and encourage ocean-oriented industrial uses.

Actions

- The area bordered by Garden Street on the west, proposed Yanonali Street extension to the north, the City Wastewater Treatment Plant to the east, and the existing railroad right-of-way to the south shall be considered for rezoning to permit and encourage ocean-dependent and ocean-related industrial and commercial uses such as fish

processing, boat sales, boat storage and repairs together with such general commercial and industrial uses as are not incompatible with such ocean related uses. Commercial and industrial development oriented to the ocean shall be encouraged to the extent possible in the context of market conditions.

- The area designated Ocean Oriented Industrial, northerly and adjacent to the Southern Pacific tracks, shall not extend westerly of the eastern boundary of the present recorded alignment of the existing Garden Street Easement and the balance of the land to the west of the easterly boundary of the existing Garden Street Easement shall be designated Visitor Serving.

- The area bordered by the Wastewater Treatment Plant to the west, the proposed Yanonali Street extension to the north, Salsipuedes Street to the east and the existing rail lines to the south shall also be considered for rezoning to permit and encourage ocean-related industrial/commercial uses as are not incompatible with such ocean-related uses. The development of this area for such ocean-related uses should be considered only after the development of the Harbor/Wharf plan, in order to determine the potential demand for on-shore support area related to projected uses within the Harbor.

- In classifying permitted uses for the two areas above described, due considerations should be given to the rail, highway and related transportation facilities serving such areas and the proper utilization of such transportation service facilities.

C. Growth Trends

In addition to the proposed Cabrillo Plaza Specific Plan, several other projects have been proposed within the vicinity of the project site. Table 3 exhibits those projects which will be assessed from the standpoint of cumulative effects on Transportation, Air Quality, and Water Supply issue areas.

TABLE 3
CUMULATIVE PROJECTS LIST

LOCATION	LAND-USE	SIZE	PROJECT STATUS
100 Block Santa Barbara Street[1]	Hotel/Restaurant/Industrial Project	250-room motor hotel, coffee shop, 325-seat restaurant, ocean-oriented industry	P
1039 Orilla del Mar	Hotel addition	14 rooms	A
315 Bath Street	Warehouse	6000 sq. ft.	A
214 State Street	New 51 seat restaurant and fish sales	1680 sq. ft.	C
35 State Street[2]	Addition to restaurant	44 seats (28 dining seats, 16 bar seats)	C
209 State Street	Hotel/restaurant/commercial project	106 hotel rooms, 200 seat restaurant, 5750 sq. ft. hostel, 20,549 sq. ft. retail, 6254 sq. ft. office, 2 theatres	P
816 Cacique	Office/warehouse	11,760 sq. ft.	A
701 Cacique	Office/warehouse	53,400 sq. ft.	P
650 East Cabrillo	Park Plaza	360 hotel rooms, 1000 person conference center	A
428 Por La Mar	Hotel addition	12 rooms	C
Garden St. and Montecito St.	Commercial/industrial	52,850 sq. ft.	A
428 Orilla del Mar Drive	Condominium	Three 2-bedroom + one 1-bedroom	C
424 Por La Mar Drive	Motel	11 motel/1 residential	C

A = Approved
C = Completed
P = Proposed

[1] This project is the proposed Cabrillo Plaza Specific Plan.

[2] Restaurant portion has not been constructed.

SOURCE: City of Santa Barbara and ASL Consulting Engineers, November 1982.

The 1980 population for the South Coast area of Santa Barbara County was estimated to be 172,125.[1] Table 4 indicates population levels in the South Coast portion of the County at five year intervals from 1950 to 1980.

TABLE 4
SOUTH COAST POPULATION

Year	Population	% Increase	Average Annual
1950	62,832	--	--
1955	72,125	14.79%	2.80%
1960*	93,255	29.30%	5.27%
1965	126,656	35.82%	6.32%
1970*	150,425	18.77%	3.50%
1975**	167,125	11.10%	2.13%
1980***	172,125	2.99%	0.59%

SOURCE: Table 2.6, General Research, 1978, as modified by Cliff Pauley, Santa Barbara County Department of Resource Management

* Federal Census
** State of California, Special Census
*** Santa Barbara County Department of Resource Management

The 1980 population for the City of Santa Barbara was estimated to be 74,542.[2] Table 5 indicates population levels in the City of Santa Barbara at ten year intervals from 1950 to 1980.

TABLE 5
CITY OF SANTA BARBARA POPULATION

Year	Population	% Increase	Average Annual % Increase
1950	44,913	--	--
1960	58,768	30.85%	2.73%
1970	70,215	19.48%	1.80%
1980	74,542	6.16%	0.62%

SOURCE: U.S. Census Department

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[1] Personal communication with Cliff Pauley, Research Analyst, County of Santa Barbara, Department of Resource Management, March 20, 1981.

[2] Ibid.

V. ENVIRONMENTAL IMPACTS AND MITIGATIONS

A. TRAFFIC AND CIRCULATION

The proposed Cabrillo Plaza Specific Plan consists of provisions for a 250-room motor hotel, a 325-seat restaurant and one acre of ocean-related industry located southwesterly of the future intersection of Garden Street and Yanonali Street. The Specific Plan contains an extension of Garden Street from Montecito Street to Cabrillo Boulevard. The southern terminus of Garden Street is located at the present Santa Barbara Street/Cabrillo Boulevard intersection. Santa Barbara Street will be vacated between Mason Street and Cabrillo Boulevard.

1. Environmental Setting

Circulation System

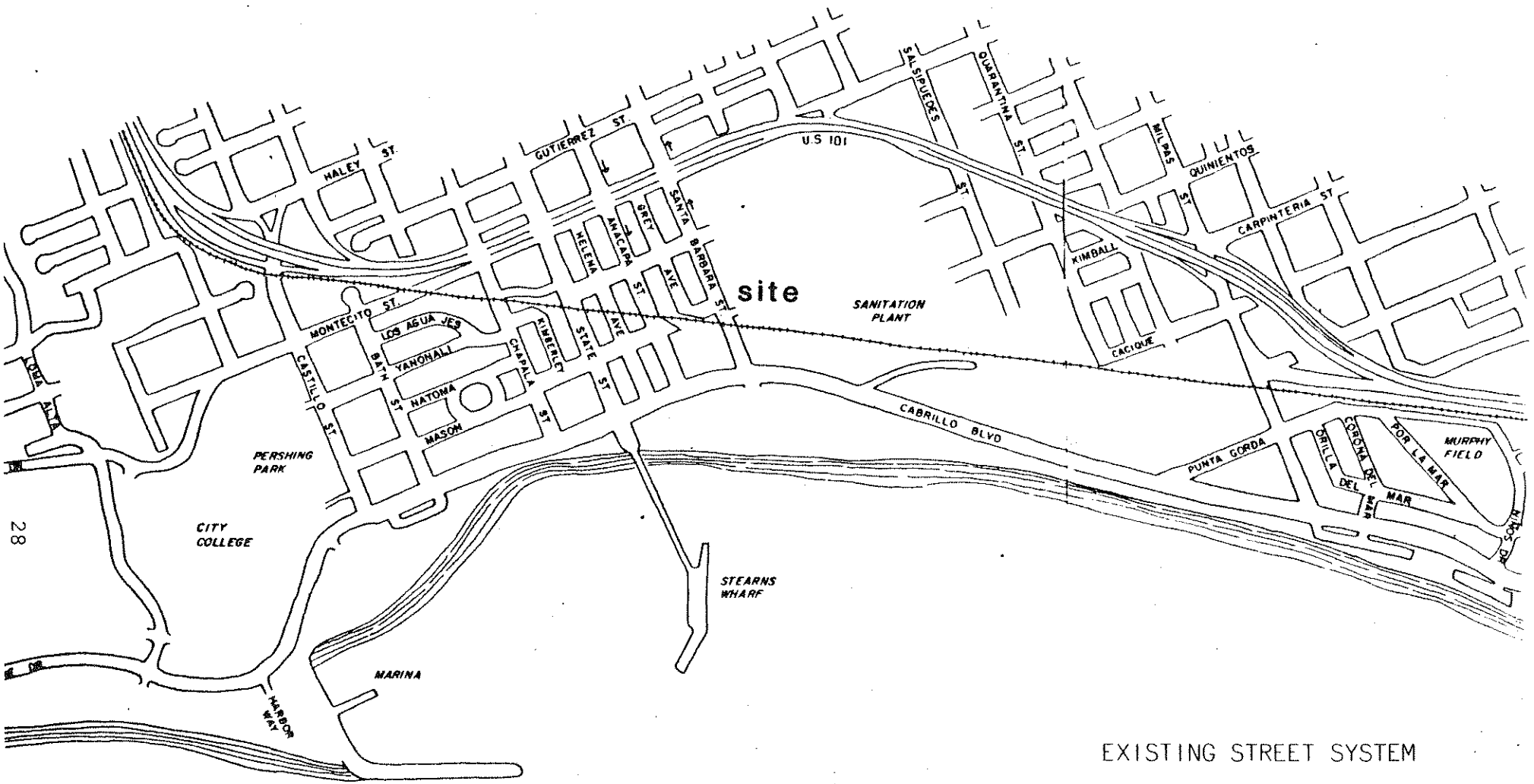
The existing street system in the vicinity of the Specific Plan is depicted in Figure 8. Primary access to the Cabrillo Plaza is provided via U.S. Highway 101, Cabrillo Boulevard, State Street, Garden Street, and Yanonali Street. Secondary access is provided by Santa Barbara Street, Anacapa Street and Montecito Street.

U.S. Highway 101 is constructed as a four-lane divided highway which functions as the major north-south coastal route between northern and southern California. Generally, the highway operates at an acceptable level of service in rural areas of the County. The main congestion problems occur at some off- ramp intersections with local streets and at the four signalized intersections between Chapala Street and Santa Barbara Street.

State Street connects the waterfront area, downtown and the "outer" State Street sections of Santa Barbara. State Street varies from a two-lane section with parking in the waterfront area to a four-lane section northerly of the CBD. Congestion occurs along the downtown and outer State Street shopping corridors.

Cabrillo Boulevard (State Route 225) provides direct access throughout the waterfront area. This four-lane undivided road becomes congested during the summer months and on weekends. The congestion is attributable to beach parking deficiencies and the various other waterfront activities, such as the Domingo Art Show.

Garden Street is presently constructed as an unimproved one-lane road south of Montecito Street to Yanonali Street where it terminates. When the recently approved Wright Industrial Complex is constructed, Garden Street will be



EXISTING STREET SYSTEM

FIGURE 8

improved to provide two travel lanes between Yanonali Street and Montecito Street.

Yanonali Street is a direct east-west connection between State Street and the study area.

Traffic Volumes

The existing traffic volumes in the vicinity of the study area are presented in Figure 10.

These volumes were derived from WATS peak hour intersection turning movement counts. Expansion factors used, calculated from Caltrans control station data, are as follows:

$$\frac{\text{Peak Hour Traffic}}{\text{Daily Traffic}} = 9.5\%$$

Annual Traffic Increase = 2.2%

Railroad Operation

The southern boundary of the Specific Plan area is formed by a Southern Pacific Railroad main line. The line is presently used approximately four times daily for passenger rail service (Amtrak)[1] and up to eight times daily for freight services (SPRR).[1] Five railroad spur tracks emanate west of the Central Drainage Channel and north of the Southern Pacific main line. These tracks are used at most four times a year. Two of the spurs would be retained and incorporated into the project design.

Future Conditions

The City's Local Coastal Plan (see Figure 7) depicts Garden Street being extended southerly from Montecito Street to Cabrillo Boulevard. When Garden Street is extended, a portion of Santa Barbara Street would need to be vacated. The LCP also depicts Salsipuedes Street being extended beyond its present terminus near Carpinteria Street to Cabrillo Boulevard.[2] Yanonali Street is also envisioned to be extended easterly from its present terminus at Santa Barbara Street past Garden Street to the Central Drainage Channel. The extension of Yanonali Street between the

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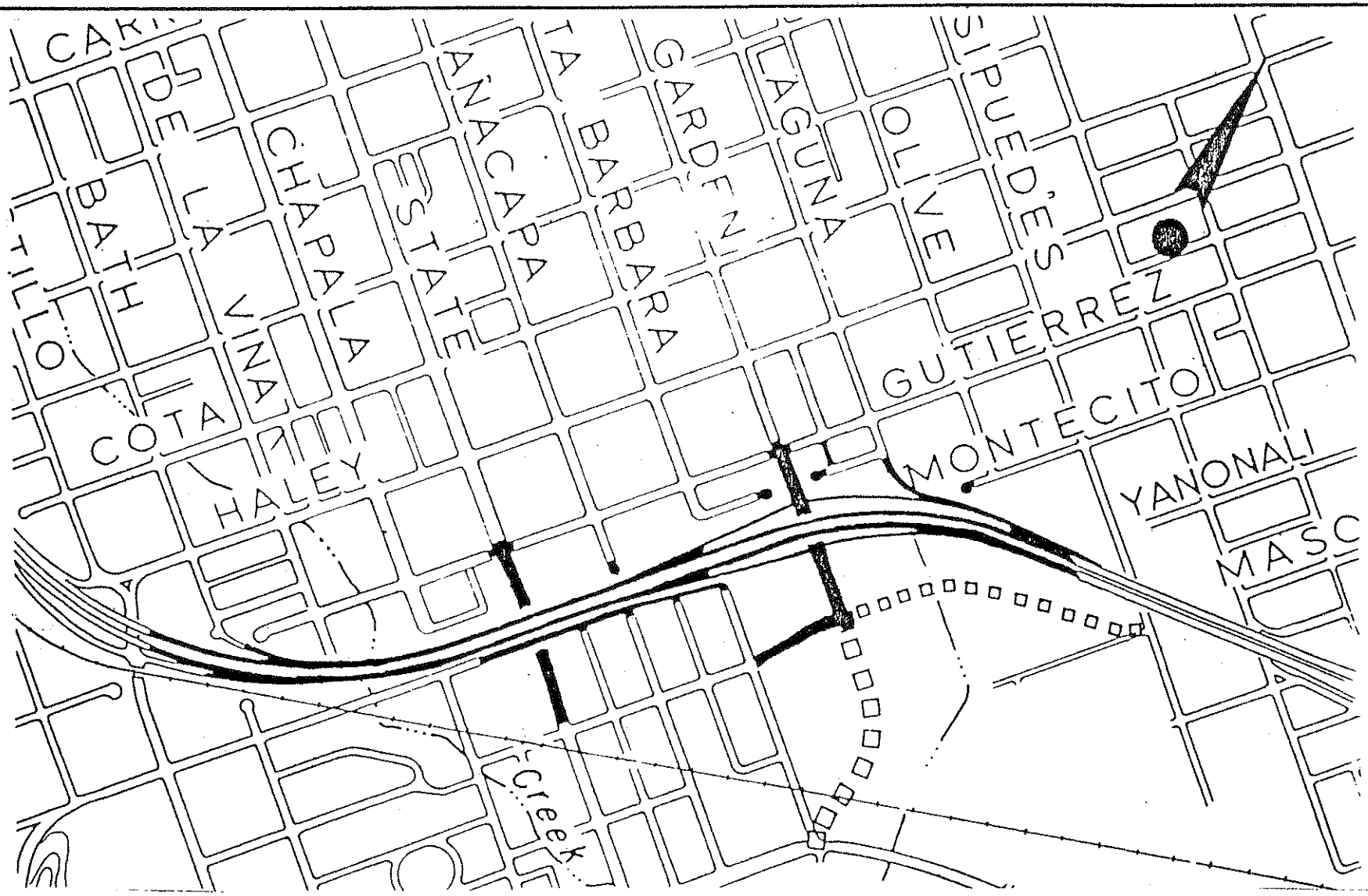
[1] Personal communication, Amtrak Reservations and Southern Pacific Railroad Freight Service, December 1982.

[2] The only item delaying Salsipuedes Street extension is the approval by the Public Utilities Commission (PUC).



WR-2M FREEWAY ALTERNATIVE

FIGURE 9

INTERFACE
Planning & Counseling Corp

Central Drainage Channel and Salsipuedes Street is shown on the City's LCP, but the exact timing of this circulation system improvement is unknown at this time.

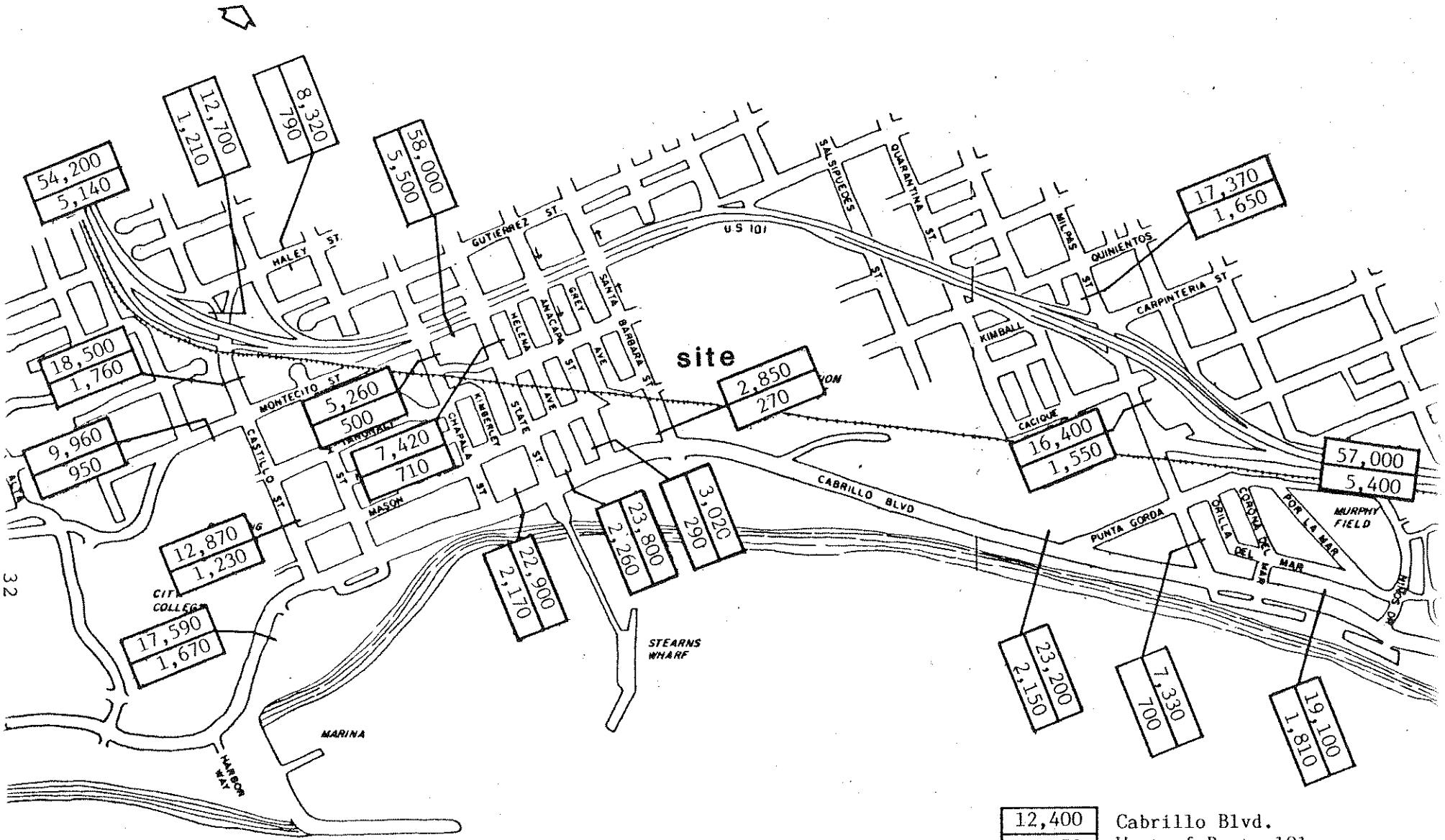
The most significant circulation system improvement in the vicinity of the project is the replacement of the signalized intersections along U.S. 101 between Chapala Street and Santa Barbara Street. Two freeway underpasses are presently proposed at State Street and Garden Street. Garden Street would be reconstructed as a "tight diamond" interchange with U.S. 101. Throughout the remainder of this report, this improvement (i.e., elimination of the signalized intersections) is referred to as the WR-2M Freeway Alternative. Figure 9 indicates the general layout of the WR-2M Alternative.

The construction of the WR-2M Alternative would greatly enhance circulation in and around the Specific Plan Study Area. Access between the Study Area and the freeway would be significantly improved.

Two future circulation systems have been developed for the Specific Plan Analysis. The two circulation systems are similar, except one assumes the WR-2M Alternative is constructed while the other does not. Figures 10 and 11 present the circulation systems without and with the WR-2M Alternative, respectively. To determine a base analysis condition, the existing traffic volumes were distributed to the two future circulation alternatives. The resulting traffic volumes are also presented on Figures 10 and 11.

2. Project Related Traffic and Circulation Impacts

The assessment of traffic and circulation impacts of projects in the vicinity of the Cabrillo Plaza Specific Plan is in part guided by the Waterfront Area Transportation Study (WATS). The WATS is an analysis of waterfront area transportation problems including parking and circulation, street and intersection capacities, and alternative transportation modes. The study assessed the current traffic situation and outlined strategies necessary to maintain adequate service levels on the area's surface streets. It is intended as an overall transportation study to give direction to decision-making on projects in the waterfront area. While the basis of the study was predicated on current data base and field investigation, it is not intended as a means to assess specific traffic standards. The report focuses on a decision matrix that assigns deficiency points to projects proposed in the study area which relate to the diversion of local trips from the freeway to waterfront area surface streets. The study concludes that utilization of the "100" deficiency points allotted would



32

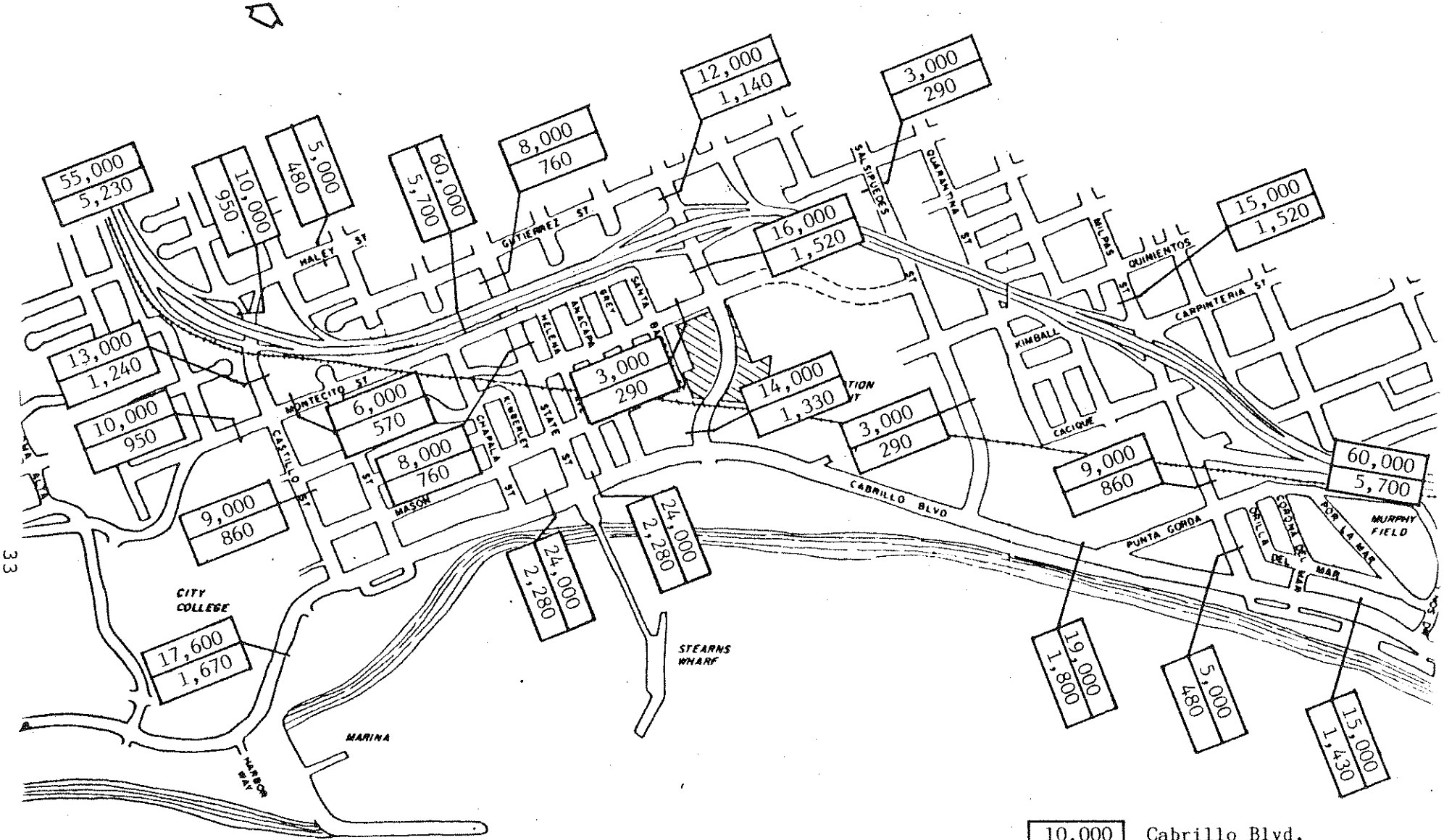
LEGEND:

DAILY TRAFFIC
PEAK HOUR TRAFFIC

12,400
1,170
Cabrillo Blvd.
West of Route 101

EXISTING SUMMER SUNDAY
TRAFFIC VOLUMES

FIGURE 10



LEGEND:

DAILY TRAFFIC
PEAK HOUR TRAFFIC

10,000 / 950 — Cabrillo Blvd. West of Route 101

EXISTING SUMMER SUNDAY TRAFFIC VOLUMES WITH WR2M FREEWAY

FIGURE 11

yield levels of service "C" at the five critical area intersections, all other waterfront intersections and streets operating at "B" or better.

Public Works Department staff is presently refining the WATS deficiency point calculation procedure. In that these refinements and new guidelines have not yet been approved by the Planning Commission or City Council, the discussion of deficiency points resulting from the proposed Specific Plan has been deleted from the text.

Trip Generation

To determine the amount of traffic generated by the project, trip generation rates are applied to the various land uses. Table 6 presents the trip generation rates used in our analysis. Table 7 presents the estimated traffic volumes that would be generated by the Cabrillo Plaza. The City of Santa Barbara Public Works Department has requested that traffic generation for a particular project be based on a worst case condition. A worst case condition analysis would therefore ensure that any impacts that a project may have are determined and mitigated. The worst case condition suggested by the Community Development Department for this project assumes that the hotel is 90 percent occupied, conference facility users would total 350 persons who come from outside of the study area, and multi-use between restaurant and hotel users would total 40 percent on a summer Sunday.

It is important to note that this worst case condition will not be a normal occurrence. Average hotel/motel occupancy in Santa Barbara is approximately 78 percent. Meeting rooms in hotels and motels are generally used by groups staying at the facility. Restaurant, bar and lounge occupancies vary widely.

The proposed project would be expected to generate 2,823 daily and 246 p.m. peak hour trips on summer weekends. A trip end is considered a one-way movement either toward or away from the project site. Average traffic would be somewhat less.

Trip Distribution

Trip distribution was based on South Coast Transportation Study (SCOTS) work and non-work trip tables, existing inetersection turning movement count data and the results of the WATS waterfront employee survey. Two trip distribution patterns were developed. Two patterns were required since the circulation system with and without the WR-2M Alternative is very different with respect to the number of freeway crossings. The trip distribution patterns without and with the WR-2M Alternative are shown in Figures 12 and 13. Project trips distributed onto both systems are shown in Figures 14 and 15.

TABLE 6

Trip Generation Rates[A]

Land Use	Descriptor	Trip Ends Descriptor Daily	PM Peak Hour[C] In	Out
Hotel	Occupied Room	10.00	0.36	0.37
Conference Room[B]	ksf	95.00	5.00	19.00
Restaurant	seat	2.17	0.07	0.08
Boat Yard	Acre	52.40	2.00	5.90

(A) Weekend generation rates were used in the analysis since weekend street traffic volumes are considerably higher than weekday volumes.

(B) The conference room rates were based on 7 square feet per person, vehicle occupancy of 3 persons per vehicle, and 1 vehicle per 2 trip ends.

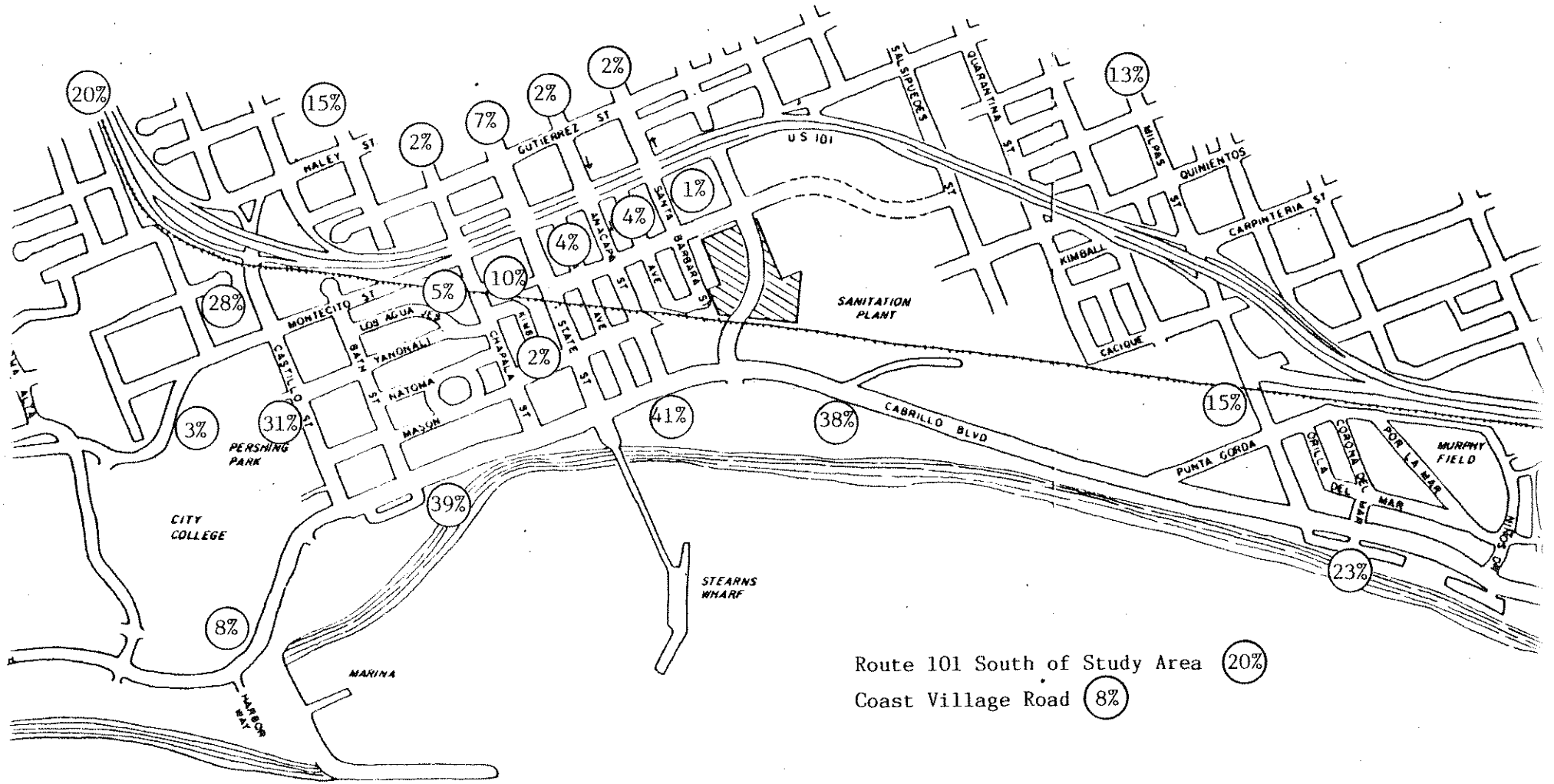
(C) Corresponds to peak hour of adjacent street traffic (12 noon to 4:00 pm).

Source: Institute of Transportation Engineering Handbook on Trip Generation, 2nd Edition and 14th Progress Report on Trip Generation by Caltrans

TABLE 7

Trip Generation

Land Use	Descriptor	Trip Ends Descriptor Daily	PM Peak Hour In	Out
Hotel (225 occupied rooms)		2250	81	83
Conference Room (350 persons, 2,450 net square feet)		233	12	47
Restaurant (325 seats; 9,000 square feet)		705	23	26
Boat Yard (1.084 acre)		57	2	6 · 8
Project Trip Ends		3,245	118	162
Trip Ends from Existing Site Uses (Table 2)		- 149	-7	-7
Restaurant Conjunctive Use Adjustment		- 282	-9	-11
Net Trip Ends		2,823	102	144

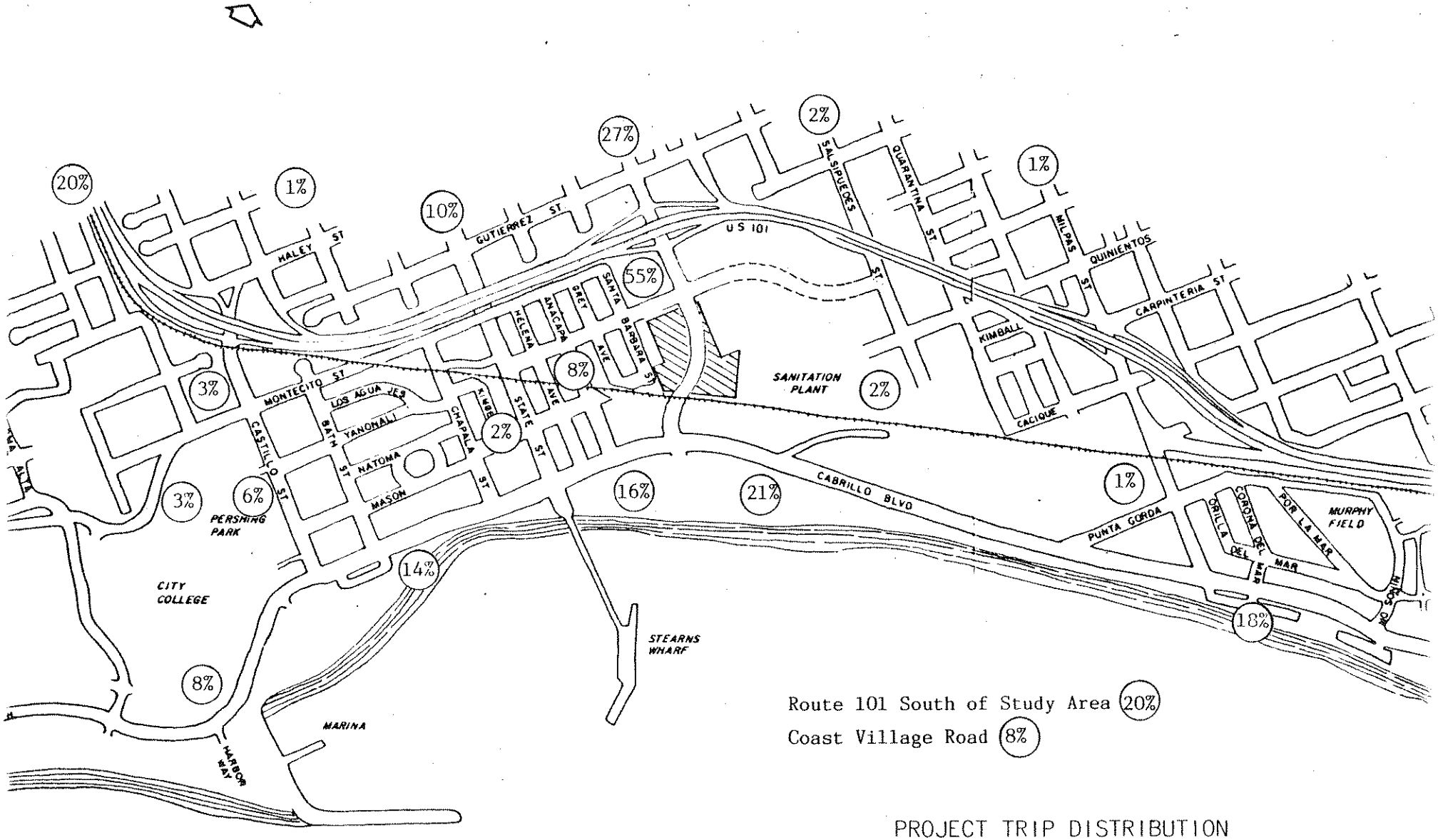


Route 101 South of Study Area (20%)

Coast Village Road (8%)

PROJECT TRIP DISTRIBUTION
WITHOUT WR2M FREEWAY

FIGURE 12

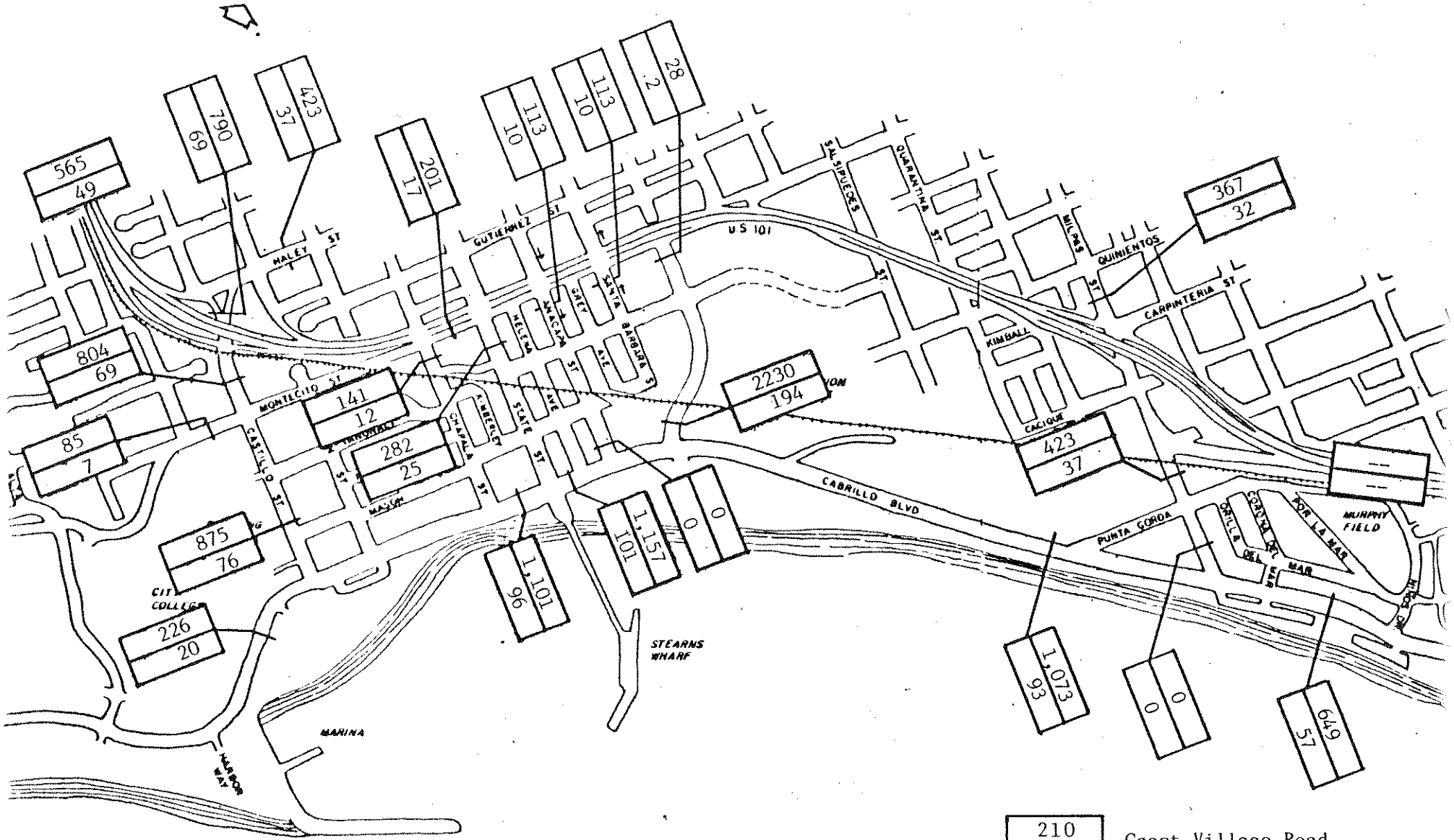


Route 101 South of Study Area (20%)

Coast Village Road (8%)

PROJECT TRIP DISTRIBUTION
WITH WR2M FREEWAY

FIGURE 13



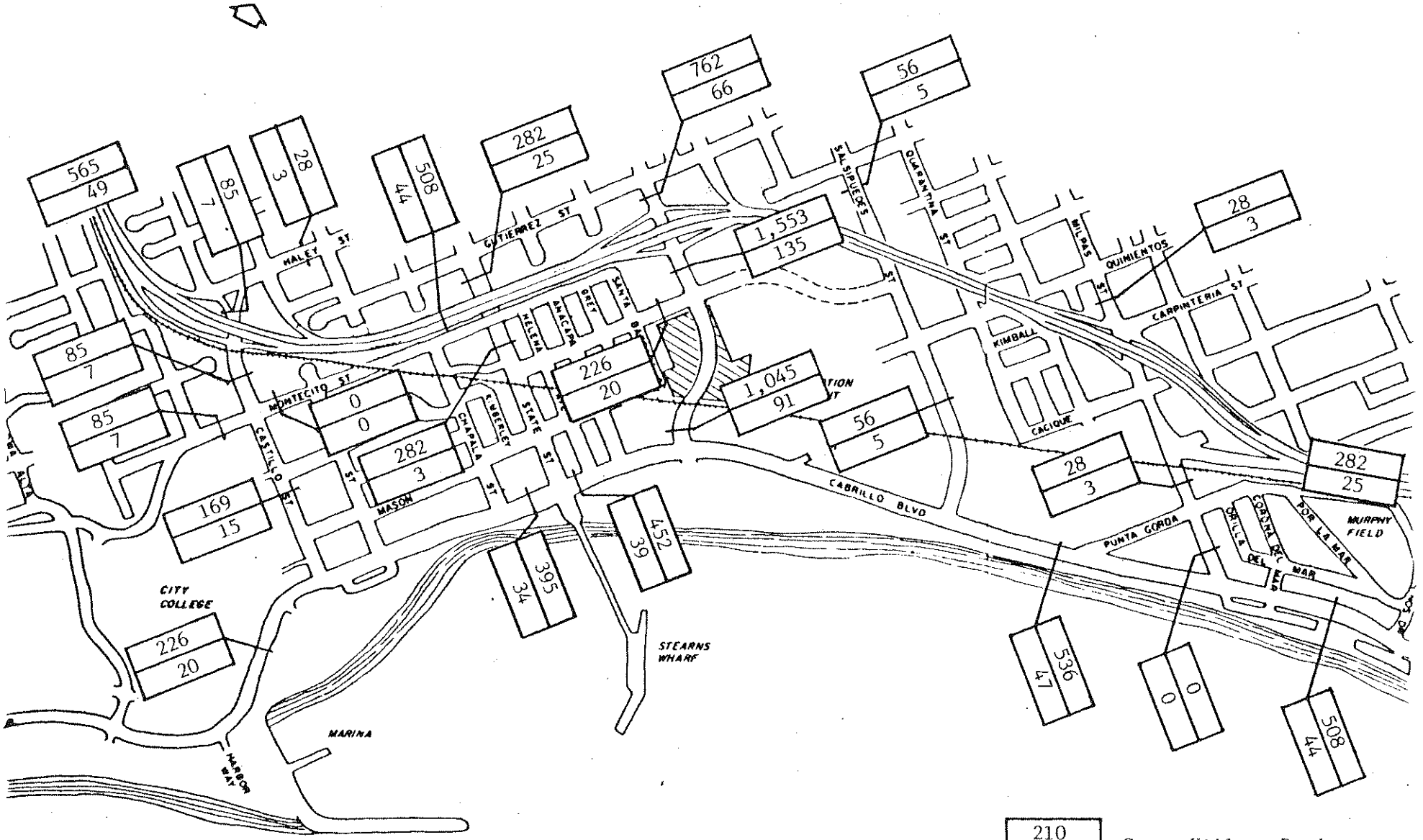
LEGEND:

DAILY TRAFFIC
PEAK HOUR TRAFFIC

210
20 Coast Village Road

PROJECT SUMMER SUNDAY TRAFFIC
VOLUMES WITHOUT WR2M FREEWAY

FIGURE 14



LEGEND:

DAILY TRAFFIC
PEAK HOUR TRAFFIC

210
20 Coast Village Road

PROJECT SUMMER SUNDAY TRAFFIC
VOLUMES WITH WR2M FREEWAY

FIGURE 15

The realignment of Santa Barbara Street and Garden Street is expect to alter travel patterns in the immediate area of the project until Garden Street is extended under U.S. 101. Based on the figures in Table 8, the addition of the Specific Plan traffic volumes to the existing traffic volumes will not change any of the existing levels of service. Therefore, project related impacts are not considered significant. Congestion through the signalized intersections on U.S. 101 would continue to increase until the WR-2M Alternative is constructed with or without the Specific Plan.

The extension of Yanonali Street over the Central Drainage Channel to Salsipuedes Street would create an alternate east-west corridor between Salsipuedes Street and State Street. Currently, only Cabrillo Boulevard and the U.S. 101 Freeway provide an east-west connection. As traffic volumes increase on these two roadways, an alternate east-west corridor would be utilized by the work-oriented traffic currently using Cabrillo Boulevard. The extension of Yanonali Street is not proposed at this time. However its extension is indicated in the City's Local Coastal Plan and Capital Improvement Plan.

Due to the proximity of the railroad crossing on Garden Street to the Cabrillo Boulevard/Garden Street intersection, the possible queueing of northbound vehicles into this intersection was analyzed. Based on the frequency of the trains and the estimated traffic volumes on Garden Street, neither excessive queueing nor significant impacts should occur.

While the proposed project is not anticipated to cause significant adverse traffic impacts at the intersection of Anacapa Street and Cabrillo Boulevard prior to WR-2M implementation, it should be monitored from time to time to determine if signalization should be required. It should also be noted that signalization of this intersection may not be required when the WR-2M Alternative is constructed since the main north-south corridors would become State Street and Garden Street.

TABLE 8
INTERSECTION CAPACITY

Intersection	Approach Volumes				Approach Capacities				Approach V/C				Inter-section V/C	LOS
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB		
CASTILLO STREET AND CABRILLO BOULEVARD														
Existing Conditions	--	526	837	1080	--	1525	2900	2750	--	0.34	0.29	0.39	0.73	C
Existing + Project w/o WR2M	--	557	845	1137	--	1525	2900	2750	--	0.37	0.29	0.41	0.78	C
Existing + Project with WR2M	--	436	843	1160	--	1525	2900	2750	--	0.29	0.29	0.42	0.71	C
STATE STREET AND CABRILLO BOULEVARD														
Existing Conditions	142	387	1209	1214	1525	1675	2900	2900	0.09	0.23	0.42	0.41	0.65	B
Existing + Project w/o WR2M	142	389	1248	1274	1525	1675	2900	2900	0.09	0.23	0.43	0.44	0.67	B
Existing + Project with WR2M	150	382	1154	1163	1525	1675	2900	2900	0.10	0.23	0.40	0.40	0.63	B
SANTA BARBARA STREET/GARDEN STREET AND CABRILLO BOULEVARD														
Existing Conditions	244	70	1293	1123	1525	1525	2900	2900	0.16	0.05	0.45	0.39	0.61	B
Existing + Project w/o WR2M	244	184	1334	1162	1525	1675	2900	2900	0.16	0.11	0.46	0.40	0.62	B
Existing + Project with WR2M	250	719	1156	921	1525	2750	2900	2900	0.16	0.36	0.38	0.32	0.74	C
PUNTA GORDA STREET AND CABRILLO BOULEVARD														
Existing Conditions	--	202	1290	754	--	1525	2900	2750	--	0.13	0.44	0.27	0.57	A
Existing + Project w/o WR2M	--	217	1344	778	--	1525	2900	2750	--	0.14	0.46	0.28	0.60	B
Existing + Project with WR2M	--	146	928	733	--	1525	2900	2750	--	0.10	0.32	0.27	0.42	A
MILPAS STREET AND CABRILLO BOULEVARD														
Existing Conditions	--	372	1158	848	--	1525	2900	2750	--	0.24	0.40	0.31	0.64	B
Existing + Project w/o WR2M	--	372	1190	872	--	1525	2900	2750	--	0.24	0.41	0.32	0.65	B
Existing + Project with WR2M	--	240	741	733	--	1525	2900	2750	--	0.15	0.26	0.27	0.42	A
CABRILLO BOULEVARD AND ROUTE 101 SOUTHBOUND RAMPS														
Existing Conditions	245	236	652	287	1375	1525	1375	1525	0.18	0.15	0.47	0.19	0.65	B
Existing + Project w/o WR2M	260	236	686	295	1375	1525	1375	1525	0.19	0.15	0.50	0.19	0.69	B
Existing + Project with WR2M	185	240	501	483	1375	1525	1375	1525	0.13	0.16	0.36	0.32	0.52	A

TABLE 8 (continued)

INTERSECTION CAPACITY

Intersection	Approach Volumes				Approach Capacities				Approach V/C				Inter-section V/C	LOS
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB		
CASTILLO STREET AND MONTECITO STREET														
Existing Conditions	519	959	556	211	2750	1525	2900	1525	0.19	0.35	0.35	0.14	0.70	C
Existing + Project w/o WR2M	564	987	559	211	2750	1525	2900	1525	0.21	0.36	0.35	0.14	0.71	C
Existing + Project with WR2M	439	623	478	285	2750	1525	2900	1525	0.16	0.41	0.30	0.19	0.53	A
CASTILLO STREET AND ROUTE 101 SOUTHBOUND RAMPS														
Existing Conditions	798	400	526	--	2750	2900	1525	--	0.29	0.14	0.34	--	0.63	B
Existing + Project w/o WR2M	839	415	539	--	2750	2900	1525	--	0.31	0.14	0.35	--	0.66	B
Existing + Project with WR2M	624	476	242	--	2750	2900	1525	--	0.23	0.16	0.16	--	0.39	A
CASTILLO STREET AND HALEY STREET/ROUTE 101 NORTHBOUND ON-RAMP														
Existing Conditions	805	119	--	416	2750	1375	--	1525	0.29	0.09	--	0.27	0.56	A
Existing + Project w/o WR2M	824	119	--	431	2750	1375	--	1525	0.30	0.09	--	0.28	0.58	A
Existing + Project with WR2M	477	95	--	241	2750	1375	--	1525	0.17	0.07	--	0.16	0.33	A
MILPAS STREET AND PUNTA GORDA STREET														
Existing Conditions	363	405	184	50	1525	1675	1525	1375	0.24	0.24	0.12	0.04	0.36	A
Existing + Project w/O WR2M	363	420	206	50	1525	1675	1525	1375	0.24	0.25	0.14	0.04	0.38	A
Existing + Project with WR2M	242	431	145	50	1525	1675	1525	1375	0.16	0.26	0.10	0.04	0.36	A
MILPAS STREET AND INDIO MUERTO STREET (No Sunday Count Data Available)														
MILPAS STREET AND ROUTE 101 SOUTHBOUND OFF-RAMP														
Existing Conditions	656	824	215	--	2750	2750	1525	--	0.24	0.30	0.14	--	0.38	A
Existing + Project w/o WR2M	675	837	215	--	2750	2750	1525	--	0.25	0.30	0.14	--	0.39	A
Existing + Project with WR2M	572	571	170	--	2750	2750	1525	--	0.21	0.21	0.11	--	0.32	A

TABLE 8 (continued)

INTERSECTION CAPACITY

Intersection	Approach Volumes				Approach Capacities				Approach V/C				Inter-section V/C	LOS
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB		
MILPAS STREET AND CARPINTERIA STREET/ROUTE 101 NORTHBOUND ON-RAMP														
Existing Conditions	817	818	--	252	2900	2900	--	1375	0.28	0.28	--	0.18	0.46	A
Existing + Project w/o WR2M	836	831	--	252	2900	2900	--	1375	0.29	0.29	--	0.18	0.47	A
Existing + Project with WR2M	762	761	--	252	2900	2900	--	1375	0.26	0.26	--	0.18	0.44	A
GARDEN STREET AND ROUTE 101 NORTHBOUND RAMPS														
Existing Conditions	--	--	--	--	--	--	--	--	--	--	--	--	--	-
Existing + Project w/o WR2M	--	--	--	--	--	--	--	--	--	--	--	--	--	-
Existing + Project with WR2M	661	597	--	262	2900	2900	--	1525	0.23	0.21	--	0.17	0.40	A
GARDEN STREET AND ROUTE 101 SOUTHBOUND RAMPS														
Existing Conditions	--	--	--	--	--	--	--	--	--	--	--	--	--	-
Existing + Project w/o WR2M	--	--	--	--	--	--	--	--	--	--	--	--	--	-
Existing + Project with WR2M	834	489	272	--	2900	2900	1525	--	0.28	0.17	0.18	--	0.46	A

Parking

The Specific Plan has been analyzed with respect to the adequacy of the proposed 505 off-street parking spaces to be provided for use in conjunction with the visitor-serving activities. Three procedures were employed to determine the amount of parking necessary to meet the City's parking ordinance requirements, to conform to the recommended WATS parking rates, and to meed daily demand considering multiple destination trips. Table 9 indicates by use type and requirement type the parking requirements associated with the proposed project.

Based upon the analysis, it can be determined that the parking proposed to be supplied by the applicant is sufficient to meet reasonable demand. Although the proposed 505 spaces fall short of the 529 spaces required by the City ordinance, it should be noted that the ordinance does not allow for any parking to serve multiple trips ends. Thus, the ordinance does not consider that motel guests could also be users of the other facilities. Therefore, no significant adverse parking-related impacts are anticipated to occur.

Any overlap of parkers between the different uses would result in less parking being needed than is indicated by the ordinance. The probably daytime need calculations take into account multiple trip ends and provide a conservative estimate of the amount of daytime parking necessary.

No analysis of the project's effects on local street parking has been completed. The project is isolated from existing area streets and will be located within its own street network, thus no parking overlap between the project and area streets is foreseen. For additional information related to parking demand (i.e.estimated daytime parking need), the reader is referred to the Appendix.

The project's location adjacent to the beach area, and Garden Street which will be constructed with bike lanes. necessitates that adequate bicycle parking be rpovided. The City's parking ordinance requires that one bicycle parking space be provided for every seven automobile parking spaces. This would require that the applicant provide a minimum of 76 bicycle parking spaces (529/7). From the outset, this number appears to be more than sufficient to meet hte bicycle parking demand of employees, visitors, and guests.

TABLE 9
PARKING REQUIREMENTS SUMMARY

	Municipal Code	WATS Rate	Probable Need
Motel	250	250	144
Cocktail Lounge	40	96	9
Meeting Rooms	88	28	171
Coffee Shop/Dining	43	104	21
Restaurant	108	260	57
Employees	---	---	99
Total	529	738	501

Access and On-Site Circulation

The Exhibit Plan developed by Lenvik and Minor Architects dated September 1, 1982, was evaluated from an access and on-site circulation standpoint. However, the final site plan has not yet been reviewed by the City's Traffic Engineer. Access to the Hotel/Conference Center is proposed via two points: one on Mason Street and the other on Garden Street. As proposed, the access point on Garden Street would not be able to accommodate the estimated turning movements into and out of the driveway, thereby causing vehicle conflicts at the access point and queueing of vehicles on Garden Street. It is estimated that approximately 250 vehicles will use this driveway during the peak hours. Also, the entrance to the parking garage would need to be modified so that traffic leaving the garage will flow counter-clockwise around the entrance fountain. In case of an emergency, the one-lane exit to the parking garage may not be adequate because of possible driver confusion and resultant vehicle conflicts. These are significant but mitigable impacts. Access to the Restaurant/Boat Yard area of the Specific Plan is proposed via an access directly opposite the hotel access on Garden Street. This alignment will provide the fewest potential conflicts for traffic using this intersection. The surface parking lots are designed so that traffic should flow with the minimum amount of congestion. Emergency vehicles should be able to maneuver throughout the surface parking lots without any problems. The service bays for delivery trucks are adequately designed, and trucks should be able to maneuver into and out of them with minimal difficulty.

The left-turn lanes on Garden Street at the hotel and restaurant access drives seem to be inadequate. The highest left turn volume of these lanes is approximately 50 vehicles during the peak hour. This is a significant impact but mitigable through minor project design changes.

3. Cumulative Impacts

The Waterfront Area Transportation Study (WATS) was performed to determine what the impacts would be of planned and proposed developments in the Waterfront Area. The WATS study examined a comprehensive set of future development alternatives, combining all known projects as well as potential ones, and determines detailed traffic and parking impacts. A mitigation program was proposed that would allow the new developments to occur while still maintaining good local traffic service and parking supply. This program consists of deficiency points for new delvelopment in the Waterfront Area. A total of 100 points was determined to be the maximum number of points that the Waterfront Area could accumulate and still maintain a good ideal traffic service.[3]

Within the sphere of influence of the Cabrillo Plaza, there are twelve projects which are in several stages of development. Table 10 presents the name, brief description, status, peak hour traffic volume, and WATS deficiency points for each project. No significant adverse cumulative impacts are expected to result unless the 100 WATS point level is exceeded.

The projects identified in Table 10 which are approved or proposed have been estimated to add approximately 13,200 daily, 700 peak hour trips to the Waterfront Area street system.

Two of the projects would have a major effect on traffic, circulation and parking in the Waterfront Area: Park Plaza and the Railway Station Hotel at 209 State Street. The approved Park Plaza has been estimated to add 360 peak hour trips to the Waterfront Area and uses approximately 17 WATS deficiency points. The proposed Railway Station Hotel project at 209 State Street consists of a new hotel, restaurant, and commercial facilities. However, the only project which would have an effect on the street system within the sphere of influence of the Specific Plan is the Railway Station Hotel.

In addition to the 12 projects presented in Table 10, approximately 10 other projects are located outside the sphere of influence of Cabrillo Plaza within the Waterfront Area. However, in that City Staff is re-evaluating and refining the methods used to calculate deficiency points no accurate estimate of cumulative WATS deficiency points can be determined at this time. However, the potential for significant adverse cumulative traffic and circulation impacts does exist should the 100 WATS Point Ceiling be reached or exceeded.

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[3] For a further discussion of WATS, interested readers are referred to the Waterfront Area Transportation Study, Final Report, May 1979, DeLeuw Cather Company.

TABLE 10

Cumulative Project List

Location	Land Use	Size	Project Status	Peak Hour Trips	WATS Defc'y Points
1039 Orilla del Mar Dr.	Hotel Addition	14 Rooms	A	10	1.17
315 Bath Street	Warehouse	6000 s.f.	A	10	1.84
214 State Street	Restaurant	51 seats (1680 s.f.)	C	--	1.02
35 State Street	Addition to Restaurant	44 seats	C	--	0.52
209 State Street	Hotel/Restaurant/ Commercial	107 hotel rooms 200 seat restaurant 5750 s.f. hotel, 20,549 s.f. retail 6254 s.f. office, 2 theatres	P	268	--
816 Cacique Street	Warehouse/ Office	11,760 s.f.	A	7	0.75
701 Cacique Street	Warehouse/ Office	53,400 s.f.	P	28	--
650 E.. Cabrillo Blvd.	Park Plaza	360 Hotel rooms, 1000 person conference center	A	360	17.00
428 Por La Mar Drive	Hotel Addition	12 rooms	C	--	1.00
Garden Street & Montecito Street	Comm'l./ Industrial	52,850 s.f.	A	28	0.28
428 Orilla del Mar Dr.	Condominium	4 units	C	--	0.40
425 Por La Mar Drive	Motel	12 units	C	--	1.00
		TOTAL		711	24.98

Project Status Definitions

P = Proposed, A = Approved, C = Completed

4. Mitigation Measures

While the Specific Plan is not anticipated to cause significant adverse traffic related impacts related to the decrease in the levels of service of various intersections within the area, the amount of daily and peak hour auto trips are substantial. Therefore the following recommendations (not mitigating measures in the strict sense) are proposed to assist in minimizing trip generation and air pollutant emissions:

- Bicycle parking spaces should be provided witin an enclosed covered area; (Applicant Proposed)
- A portion of the employee parking spaces should be designated for motel and restaurant employees who carpool; (Applicant Proposed)
- Employees should be made aware of the Ride Sharing Program administered by the Area Planning Council;
- Bike rentals should be provided for all motel guests who desire such;
- Maps showing bicycle routes and bus route/schedule information should be available to motel guests;
- A shuttle service to the airport, train depot, and bus depot should be provided; (Applicant Proposed)
- The applicant could, at the time specific development plans are prepared, submit to the Planning Commission a visitor information program. The program could include, but not be limited to the following:

  a. A means of providing train, bus, airline schedules and maps to prospective motel guests,

  b. A means of providing motel guests with alternative transportation modes, schedules, and maps for access to the Central Business District, beach area, and other local and regional points of interest,

  c. Advertising which emphasizes the City's clean air and energy goals and explains the benefits of using alternative modes of transportation. (Applicant Proposed)

With regard to parking, on-site circulation and access several significant or potentially significant impacts could result. The following chart summarizes those impacts and proposes mitigation measures which would reduce impacts to acceptable levels.

Impact	Mitigation
• Ingress/egress to the Hotel from Garden Street is inadequate to handle the estimated peak hour traffic volumes.	• Construct another access point on Garden Street or Yanonali Street. No residual impact.
• Egress from the proposed parking garage could be confusing to motorists.	• Modify garage exit to guide motorists around the entrance fountain in a counter-clockwise movement. No residual impact.
• In an emergency, the one access/egress to the parking garage would be inadequate.	• Construct another access onto Garden Street or Yanonali Street. No residual impact.
• The left-turn lanes on Garden Street at the Hotel and Restaurant access drives seems to be deficient.	• Lengthen left-turn lanes to a minimum of 150 feet. No residual impact.

B. AIR QUALITY

1. Environmental Setting

Air quality varies as a direct function of the amount of pollutants emitted and their subsequent dispersion into the atmosphere. This dispersion is determined in part by local climatic and topographic features in Santa Barbara. Problems arise when the rate of pollutant emissions exceeds the rate of their dispersion. The most serious health hazards of existing air quality conditions on the South Coast are reduced visibility, eye irritation and adverse health impacts upon those persons with respiratory problems and those termed sensitive receptors.[1] The City of Santa Barbara Master Environmental Assessment (MEA) has identified an area of a high concentration (24%+) of sensitive receptors near the proposed project.[2]

The primary determining factor of air quality in the South Coast is auto use. Vehicles are the source of approximately 70 to 95 percent of pollutant emissions. The auto is the main source for oxidants and carbon monoxide, the pollutants of greatest concern in this area of the basin. Carbon monoxide can be lethal in high concentrations and dangerous for people with heart or respiratory ailments at lesser concentrations. CO emissions from motor vehicles are increased eightfold when cars are idling or moving at a low speed than if moving at 55 miles per hour. According to the MEA, areas of CO build up located at the signalized intersections of surface streets with U.S. Highway 101. In addition, the site itself is occasionally subject to odors from the sewage treatment plant located directly east of the project site.

The Santa Barbara County South Central Coast has been designated as a "non-attainment" area for the Federal ozone standard and the carbon monoxide standard by the California Air Resources Board (ARB). Any project which results in incremental increases above those emission thresholds established by the AQAP and as adopted by the City is considered to have a significant adverse impact on the community airshed. The major pollutants of concern in Santa Barbara County include reactive hydrocarbons and nitrogen oxides (as precursors to ozone), total suspended particulates, and carbon monoxide.

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[1] Sensitive receptors are those persons under five years old and over 65 years old.

[2] City of Santa Barbara Master Environmental Assessment, 1979.

2. Project Impacts

The proposed project would generate air pollutants from two sources: automobile traffic associated with the proposed use, and construction-related traffic.

The proposed project would generate approximately 2,823 average annual daily trip ends(AADTE)[3] or 14,397 vehicle miles travelled (VMT) when completed. This latter figure assumes an average trip length of 5.1 miles/trip. Based on 1982 projections from "Mobile 2C" emission rates, this additional vehicular activity would generate an average of 4.7 tons per peak hour per day of total hydrocarbons, 56.8 tons per day of CO, and 9.4 tons per day of NOx.[4]

Criteria for thresholds of significance for air pollutant emissions (THC and NOx) have been established by the County Office of Air Quality Planning (see Appendix D). The threshold for indirect sources of THC and NOx is 5.0 pounds per peak hour. The threshold for CO is any project which results in traffic volumes great enough to impact an intersection within a one-quarter mile radius, such that the intersection is projected to operate at a Level of Service (LOS) "D" or below.

According to these criteria, traffic resulting from the proposed project would produce NOx emissions in excess of the 5.0 lbs/peak hour County threshold.[5] CO emissions from project traffic would also impact the intersection of U.S. Highway 101 with Santa Barbara Street. (Level of Service "E").[6] Therefore, due to the project's location within one-quarter mile of this intersection, project-related air emissions would meet threshold criteria for significance relative to CO generation. In this regard, the proposed project would create significant air quality impacts (THC, NOx and CO) which in turn could adversely affect sensitive receptors and healthy individuals in the vicinity of the project site. These impacts are considered significant and largely unavoidable.

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[3] ASL's "Traffic and Circulation Study for the Cabrillo Plaza Specific Plan", December 12, 1982.

[4] Calculations contained in Appendix D.

[5] Ibid.

[6] De Leuw Cather "City of Santa Barbara Waterfront Area Study, 1979.

Earthmoving and construction activities would affect local air quality over the short term. These emissions would include fugitive dust concentrations resulting from grading and materials handling, construction workers' vehicular traffic, and the exhaust from heavy duty gasoline and diesel powered vehicles. Due to the Specific Plan nature of the proposed project, it is too speculative to estimate construction timing and therefore construction-related air quality impacts. However, it is assumed that due to the scale of the proposed project construction-related air quality impacts would be considered adverse during the construction phase of project implementation.

3. Cumulative Impacts

From a cumulative standpoint, vehicular activity from development of projects which are under review, under construction, or are already completed within the general vicinity of the project site

(including the proposed project), would contribute to the overall degradation of air quality in the South Coast of the County. These projects are listed in Appendix D. Traffic resulting from these projects would add incrementally to congestion and vehicle idling along the waterfront area and at the signalized intersections of surface streets with U.S. Highway 101. Because the proposed project exceeds the standards established by the AQAP and County thresholds, the proposed project would contribute significantly from a cumulative standpoint. These cumulative air quality impacts are largely unavoidable.

4. Mitigation Measures

There are a variety of land use control measures which can result in reduced air pollutant emissions related to auto use. However, due to the generalized nature of the proposed project, none are applicable at the 'Specific Plan" level. The following measures are recommended to minimize the total vehicle miles travelled (VMT) which could result from construction of the proposed project and to minimize the proposed project's contribution to regional air quality degradation. They should therefore be considered as design elements at such time as a development plan is submitted to the City for review and approval.

- Construction-related truck trips should be scheduled during non peak hours to help reduce truck traffic on adjacent streets and roadways;

- Lockable employee bicycle parking spaces should be provided within an enclosed, covered area;

- Employees should be made aware of the Ride Sharing Program administered by the Area Planning Council;

- A "9-80" program should be implemented if feasible for all employees of the motel and restaurant. Under a "9-80" program, employees work nine hours per day for eight working days, eight hours on the ninth day, and have every tenth working day off. This would reduce ten percent of the work-related trips and associated air pollutant emissions;

- Showers and/or a lunchroom should be included in the final project design for employees of the various project elements.

One additional mitigation measure available to reduce project-related and cumulative air quality impacts would be to expedite the construction of the WR-2M Freeway Alternative.

C. NOISE CONSIDERATIONS[1]

1. Environmental Setting

Ambient noise levels within the project vicinity are generated primarily by automobile and truck traffic on Cabrillo Boulevard, Santa Barbara Street, Yaronali Street and U.S. Highway 101. In addition, a small contribution comes from traffic associated directly with the businesses currently in operation on-site. Finally, intermittent noise is generated by the passage of Southern Pacific and AMTRAK trains south of the subject properly.[2] "Day-Night Average" noise levels (L_{dn})[3] on site range from 78 dBA[4] (in the southeastern portion of the site) to approximately 50 dBA (in the northcentral sector of the property).

Noise standards have been created to ensure that noise levels are kept at or below those levels which have been determined to be harmful to the health and welfare of the general public. The Santa Barbara City Noise Element stipulates that the normally acceptable exterior noise exposure level for transient lodging (hotels) and restaurants is 65 dBA.[5] In addition, the California State

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[1] The following noise assessment is based upon Dr. Thomas Mitchell's "General Acoustic Environment of the Site of the Proposed Cabrillo Plaza Development," November 29, 1982.

[2] It should be noted that there are three railroad tracks (running southwest/northeast) situated south of the site, and two railroad spurs northwest/southeast) which cross the site.

[3] L_{dn} refers to A-weighted sound levels, time averaged over twenty-five hours where levels between 10 p.m. and 7 a.m. are increased above their actual values by 10 dBA.

[4] dBA is an abbreviation for decibels in an "A" weighted network. Decibels are units used in the measurement of sound. The "A" weighted scale is a scale which de-emphasizes very low and very high frequency components of sound, similar in responses to the human ear. (City of Santa Barbara Noise Element, August 1979).

[5] "Normally acceptable" is defined as being an exposure that is great enough to be of some concern, but building constructions will make the indoor environment acceptable, even for sleeping quarters. Above these levels, unusual and costly building constructions are necessary to ensure adequate noise protection.

Noise Insulation Standards indicate that interior noise levels attributable to exterior sources are not to exceed 45 dBA when all doors and windows are closed. Furthermore, an acoustical analysis showing that the proposed project has been designed to meet these standards would be required for any noise sensitive uses within a 65 dBA area.

2. Project Impacts

As indicated in the setting portion of this noise section, existing noise levels on-site range from L_{dn} 50 - 78.[6] Due to the potential exceedence of normally acceptable noise exterior noise levels for the restaurant and the motor hotel, the potential exists for significant adverse noise impacts to occur for these two uses if proper mitigations are not adhered to. Additionally, due to external noise levels up to L_{dn} on-site, internal noise levels could also exceed the State's interior noise threshold level of 45 dBA. Similarly, if proper mitigation measures are not adhered to, significant adverse interior noise impacts could occur. Finally, short-term noise-related impacts during the construction phase of the project may adversely affect surrounding properties. Due to the short-term nature of these impacts, they are not considered significant.

3. Mitigation Measures

There are a number of design techniques (e.g., orientation of buildings, configuration of doors and windows, choice of construction methods, materials, etc.) which could reduce potential noise impacts. However, due to the generalized nature of the proposed project, few are applicable at the "Specific Plan" level with this in mind, the following mitigation measure is recommended:

- Once the "Development Plan" has been submitted to the city for review, a project specific noise study should be provided which discusses specific project impacts and recommends project-specific

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[6] It should be noted that the proposed extensions of Garden and Yanonali Street and the closure of Santa Barbara Street would effect a major change in the recorded L_{eq} values only if they generate large volumes of traffic. (L_{eq} is defined to be the level of steady sound which, over a given time interval at a given location, contains the same A-weighted acoustic energy as the actual time varying sound.) Even in the eventuality that these roadway changes did generate large volumes of traffic, it is not likely that the currently prevailing L_{dn} levels would be seriously affected because of the disparity between the noise levels originating from railroad operation and street traffic.

mitigation measures to reduce both exterior noise levels to City and State Standards.

If the above referenced mitigation measure is adopted, and measures specified in the requested report are incorporated into the project design, noise levels would be reduced to acceptable levels.

D. WATER SUPPLY CONSIDERATIONS

1. Environmental Setting

The 10.54 acre site, being located within the jurisdictional limits of the City would receive water from the City as administered by the Water Resources Division. The City has a current dependable water supply of 16,900 acre-feet per year (AFY).[1] The City's 16,900 AFY[2] water supply is obtained from the following sources:

Lake Cachuma Entitlements	-	6,800 AFY
Lake Cachuma Surplus	-	2,100 AFY
Gibraltar Reservoir (conjunctive use)	-	5,000 AFY
Mission Tunnel/Juncal Dam	-	1,000 AFY
Groundwater Sources[3]	-	2,000 AFY
TOTAL	-	16,900 AFY

SOURCE: Water Resources Division, Public Works Department, City of Santa Barbara, January 1979.

In 1976, the City of Santa Barbara commissioned the "Optimum Water Use Study". This study recommended that the City undertake a "Test Basin Management Plan". This plan involves three phases whereby the City would test the groundwater basin storage capacity in order to increase the existing supply of 16,900 AFY by 1,000 AFY, thereby creating a total water supply of 17,900 AFY by the year 2000. The groundwater basin (conjunctive use) testing has recently begun and the preliminary results will not be avilable for several years.[4] If the conjunctive use program is successful, the firm supply figure would be adjusted upwards to the appropriate level. In addition to the possibility of 1,000 AFY from conjunctive use, there are two other potential supply options for the City:

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[1] An acre foot is the amount of water contained in one acre of area one foot deep. This translates into 325,851 gallons.

[2] Written communication from R.W. Puddicombe, Director, City of Santa Barbara, Public Works Department (4/8/81).

[3] The groundwater supply obtains water from seven wells located in the downtown area.

[4] The Department of Public Works maintains that, for the purposes of planning, the firm supply figure of 16,900 AFY should be used.

(1) Desilting Gibraltar Reservoir - This could potentially increase storage capacity. However, desilting operations have only been successful to the point of barely being able to maintain current capacity; and

(2) Wastewater Reclamation - This option is very expensive and requires financial assistance from the State of California; financial assistance has not be confirmed.[5]

The certainty of the three options referenced on the preceding page (conjunctive use, desilting Gibraltar and wastewater reclamation) is not known at this time and as such has not been included as part of the City's firm dependable supply. In this regard, the 16,900 AFY figure will be utilized throughout this section of the report as the City's firm water supply.

The City has recently completed negotiations with the Goleta Water district over the "Water Services Agreement".[6] The City of Santa Barbara was calculated to demand 13,695 AFY of water in 1981- 1982.[7] However, the 1981-82 water year was a relatively "wet" water year (thus reducing landscape water demands). In the period between 1975 and 1982, water demand has fluctuated widely, ranging from a low of 12,024 AFY to a high of 15,200 AFY. The 1980 "median" water demand is estimated to be approximately 14,900 AFY. Therefore, depending upon the water demand of any given year in the future (when the Specific Plan would be implemented), there may or may not be a surplus of dependable supply over actual demand. The following is a breakdown of current City water responsibilities now that the "Modified Water Services Agreement" has been adopted.

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[5] Personal communication with Mike Hopkins and Robert Puddicombe, Department of Public Works.

[6] The "Principles for Resolution of Water Service Areas and Responsibilities between the City of Santa Barbara and Goleta County Water District" is an agreement proposed by the City and the District to modify current water service to the Municipal Airport and the Upper State Street/Las Positas areas of the South Coast. The City recently completed negotiations with GWD on a modified agreement.

[7] Final 1982-82 demand figure provided by Water Resources, Department of Public Works.

Table 11
CITY WATER DEMAND

1981-82 City Demand	13,695 AFY
Added Demand for Overlap Area	960 AFY
Service to the Airport	85 AFY
TOTAL DEMAND AS OF MAY 15, 1982:	14,740 AFY

SOURCE: City of Santa Barbara and Goleta Water District Modified Overlap Agreement, July 18, 1981.

As displayed above, the City's water demand will increase from 13,695 AFY (1981-82) to 14,740 AFY upon effectuation of the Modified Agreement. Therefore, the City's water surplus (based on the firm supply of 16,900 AFY) is presently considered to be approximately 2,160 AFY. Water demand at full buildout of the City would be 18,040 AFY.[8]

With regard to the City's service capabilities, the City currently serves its residents on a "first come-first served" basis. This procedure will continue until the City water demand is within 1,000 AFY of current dependable supply levels. As a mitigation measure to the Overlap Agreement, a Development Allocation System (DAS) was adopted in order to mitigate short-term water supply impacts while other water sources are being developed. Once supply exceeds demand by less than 1,000 AFY, the DAS will be implemented on an annual basis. Under the DAS, proposed developments would be judged according to set criteria which includes priority for affordable housing.

In addition to the "overlap" situation with respect to Goleta Water District, the Montecito Water District serves the Coast Village Circle area of the easterly portion of the City. Present demand totals approximately 147 AFY. The Montecito Water District has approached the City with the intent of having the City assume service to this area; however, no formal resolution of that situation has occurred at the time of preparation of this report.

With regard to water service to the site of the proposed Cabrillo Plaza Specific Plan fire flow and line size is sufficient for the uses which presently exist on the site, but would require upgrading and main extensions to serve the proposed project.[9]

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[8] City of Santa Barbara, Addendum Staff Report, Modified Overlap Agreement for Water Services, July 28, 1981, (pages 3 and 5).

[9] Personal communication with Don Roberson, Assistant Manager, Water Resources Division of Public Works, December 1982.

2. Project Impacts

Based upon standard water use figures, the uses envisioned by the Specific Plan would generate a gross water demand of 58.90 Acre Feet of water per Year. Present on-site uses (which would be removed as a result of the proposed project) are estimated to demand 2.51 AFY. Table 12 indicates the Specific Plan's estimated water demand by component. On a per-year basis, the project's gross water demand would total 5.59 AFY/acre. When the Cabrillo Industrial Park is included with the proposed project, this figure would be reduced to 4.04 AFY/acre. In either case, the estimated water demand of the project exceeds the City's 2.0 AFY/Acre threshold of significance, a significant adverse impact due to its contribution to long-term Citywide water supply and demand impacts (referenced in the Cumulative Impact section below).

With regard to water delivery to the site, main extensions along Yanonali Street, Garden Street and Santa Barbara Street would likely be necessary conditions of approval in order to meet the minimum fire flow requirements for uses such as those proposed by the Specific Plan.

TABLE 12
ESTIMATED WATER DEMAND[10]

Facility	Consumption (AFY)	Per Acre Rate (AFY/Acre)
Area: 250 rm. Motel and Coffee Shop	45.74	6.24
Area B: Restaurant	12.90	6.08
Area C: Ocean-oriented Industry	0.26	0.24
Gross Water Use Total:	58.90	5.59
Plus Cabrillo Industrial Park	+ 3.59	0.85
Grand Total (Gross):	62.49	4.04

3. Mitigation Measures

In that the Specific Plan, per se, would not demand any water, no mitigations are proposed. However, at such time

[10] Assumptions made as a part of these demand estimates are included in Appendix E.

as the uses proposed by the Specific Plan were constructed, water use mitigations would be necessary. The water consumption of the motel and restaurant uses proposed by the Specific Plan could be reduced by some degree with the incorporation of a water conservation plan as a design element of the Specific Plan. Such a conservation effort should consider, at a minimum, the following points:

- Use of shower and faucet fittings with 1.5 gallon per minute maximum flow rates.
- Automatic flow reduction mechanisms for hot water use in showers after continuous use for a set period.
- Water conservation designed dishwashers equipped with soft food mulchers to save rinse water.
- Use of low flush toilets.
- Landscaping with drought tolerant (i.e.low water use) vegetation.
- Utilization of reclaimed water for landscaping purposes.
- Design and use of a cistern system for landscaping purposes.
- Additional water conserving features as recommended by detailed project-specific water conservation studies.

If incorporation of these measures into the project design would reduce water demands to such a degree that the 2.0 AFY/acre threshold for City municipal supply were not exceeded, significant adverse project-related impacts would be precluded. However, if this level of reduction were not possible, significant adverse and unavoidable water impacts would result.

4. Cumulative Effects

Approved, proposed and probable projects (as noted in Table 3) would add 503 hotel/motel rooms, five dwelling units, 244 restaurant seats and 158,233 sq. ft. of commercial, office and industrial floor space to the waterfront area. These projects could generate a water demand for approximately 130 AFY. When this is added to the demand of the proposed project plus water demand from projects proposed elsewhere in the City, a significant adverse cumulative environmental impact could result if the 1000 acre ft./yr. buffer is breached

However, in relatively "dry" water years, these impacts could be considered significant. Any project-related demand over the City's present 2.0 AFY/acre threshold would also be considered significant in the long term. The project's contribution to cumulative water impacts could only be lessened by either conservation (as noted earlier) or supply augmentation. In addition, should Citywide demand increase due to weather-related factors (dry versus wet), the 1000 AFY buffer may not continue to exist, thereby resulting in implementation of the Development Allocation System and a long-term Citywide cumulatively significant water supply/demand imbalance.

E. OTHER PUBLIC SERVICES

Fire Protection

1. Environmental Setting

The Santa Barbara Fire Department provides fire protection service to the City. The Fire Department is responsible for emergency and rescue service, as well as fire prevention and control. First engine response to the project site would be provided by either Station 1 (located at 121 West Carrillo Street) or Station 2 (located at 701 East Haley Street), depending upon traffic and railroad operations. Statistics on these two stations are exhibited below:

TABLE 13
FIRE PROTECTION SERVICE TO THE PROJECT SITE

Station Location	On-Duty Staff	Equipment	Response Time[1]
Station 1 121 W. Carrillo	7	1 engine 1 ladder truck 1 rescue vehicle	5
Station 2 701 E. Haley	3	1 engine	5

SOURCE: Personal communication from Pete Ramsdell, Administrative Services Coordinator, Santa Barbara Fire Department

Back-up assistance is provided as needed by other stations within the City, the County Fire Department, the Montecito Fire Protection District, and the Carpinteria/Summerland Fire Protection District. Although the demand for fire service has risen and arson has increased substantially, protection for the City is assessed to be adequate, though not optimum.[2]

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[1] Response time is the elapsed time from receipt of a call until the actual arrival of an emergency crew. Response times vary upon traffic conditions. During morning and afternoon peak hour traffic and especially during railroad movements, response times would be greater than those indicated above.

[2] City of Santa Barbara, Master Environmental Assessment, 1981, p. 130.

In general, existing structures on the project site are old; however, they do not concentrate large numbers of people. For this reason, the present condition of the site does not pose a major fire hazard. According to discussions with Public Works

Department staff, the fire flow presently available to the site is adequate for the existing uses but would need to be upgraded should the projects contemplated by the Specific Plan be constructed.

An existing major problem in the vicinity of the project site is traffic congestion and railroad operations. In addition, the use of the railroad mainline and spur tracks to occasionally transport hazardous substances poses potential risks to the health and safety. In adddtion, congestion along U.S. Highway 101 and trains on the Southern Pacific Railroad tracks can pose serious time delays for emergency vehicles due to the lack of a station south of the U.S. Highway 101/SPRR corridor. This is an area-wide problem for those uses located south of U.S. Highway 101.

2. Project Impacts

The City of Santa Barbara Fire Department would experience incremental increases in the demand for fire protection services due to this project. A significant fire on site would require a major commitment of City Fire Department personnel and equipment. Once a fire begins in large structures such as those proposed, it typically requires more personnel and equipment to fight. In such a case, additional personnel and equipment would be brought in from neighboring districts (i.e., County Fire Department and Montecito and Carpinteria/Summerland Fire Protection Districts). In addition, should hazardous substances being transported through the site (along the main line or on spurs) spill on or adjacent to the site, significant demands would be placed upon the Department in terms of evacuation of hotel/restaurant guests and containment operations. The potential risk of upset resulting from such an accident is considered significantly adverse and unavoidable.

Realization of the proposed project would also increase the demand for other services provided by the Fire Department (e.g., fire prevention bureau). Both Station 1 and Station 2 would experience a significant increase in the number of emergency medical calls, administrative duties, and routine and special inspections. A large complex such as that proposed would result in longer inspections and demand more human resources. The proposed project's incremental increase in personnel requirements is considered a significant adverse impact.

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[3] Personal communication, Don Roberson, Assistant Water Resources Director, Public Works Department.

According to the Public Works Department, current fire flow to the site is inadequate to serve the uses proposed by the Specific Plan. Therefore, significant adverse fire service related impacts would result unless the water delivery system is upgraded to meet City standards. Additional hydrants may be required as the plans for the project are reviewed by the Fire Department.

The major concern relative to on-site fire protection services is access. As indicated in the setting portion of this section, there are no fire stations south of the U.S. Highway 101/SPRR corridor. Therefore, all responses to emergency services must cross this corridor to obtain access to the site, or if trains or congested traffic conditions do not permit such access, much longer travel routes (e.g., Castillo Street underpass) must be utilized, which in turn drastically increases response times. It is the Fire Department's hope to relocate Station 2 from 701 East Haley Street to the corner of Yanonali Street and Salsipuedes Street by the year 1986.[4] Additionally, the construction of the proposed freeway interchange at Garden Street (as part of the WR-2M project) would likewise lessen access problems. Finally, the project as proposed includes an extension of Yanonali Street (from its existing terminus at Santa Barbara Street to the Central Drainage Channel). This extension would not improve access problems for the Fire Department until such time as Yanonali Street was extended to Salsipuedes Street. Until such improvements do occur, area-wide fire access difficulties would pose significant adverse impacts relative to adequate response times for the Fire Department.

3. Mitigation Measures

Approval of the Specific Plan would not in and of itself cause any significantly adverse impacts. However, at such time as development plans are finalized, approval should be conditioned upon the following two mitigation measures:

- Upgrade the water delivery system serving the site so as to provide adequate fire flows.

- The Applicant should waive the right to protest the formation of a benefits assessment district intended to defray the costs of relocation of and/or construction of Fire Station #2 in an area south of the US 101 freeway, in close proximity to the intersection of Yanonali Street and Salsipuedes Street.

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[4] Personal communication, Pete Ramsdell, Administrative Services Coordinator, Santa Barbara Fire Department.

In order to reduce the demands of the projects on fire service personnel, the following mitigation measures should be considered as design elements of the Specific Plan.

- The proposed Cabrillo Plaza must be constructed in conformance with all applicable building codes to ensure maximum protection against fire hazards. Special features would include smoke detectors and an automatic sprinkler system (proposed by applicant);

- Prior to Development Plan approval, the applicant should prepare a complete disaster evacuation and safety plan to be reviewed and approved by the City's Fire Chief. The plan should include an evacuation and safety plan addressing fire, earthquake and hazardous materials warning, posted safety procedure and evacuation routes;

- Fire retardant buildings and landscaping materials and furnishings should be incorporated into the project design wherever possible;

- The latest "state of the art" fire alarm system and alarm monitoring station should be incorporated into the building design. This system should be equipped to indicate the time and location of a fire, to switch on emergency power sources, and control the elevators. Other elements could be an automatic fire detection system, a voice communication system, ventialtion for smoke control, a standby power generator, and a sprinkler system on every level of all structures with a 24-hour security system to monitor all of these elements. Incorporation of a sophisticated system such as this could serve to reduce the size of a fire on-site and the rate at which it spreads; and

- Staff of the proposed Motor Hotel should be trained in emergency medical techniques, or there should be some sort of facility within the Center to provide first aid. This would serve to minimize emergency service calls, thereby reducing impacts to the Fire Department.

Strict implementation of the mitigation measures discussed above would reduce all significant adverse fire impacts to acceptable levels.

F. GEOLOGY, SOILS AND FLOODING

1. Environmental Setting

The project site is located in an area which was once a wet marshland. Artificial fill, consisting of recent and older materials, has historically been placed on-site (8-14 feet deep) to alleviate the marshland situation. Dune sand deposits are known to exist below the artificial fill and estuarine deposits underlie both the fill and dune sand deposits to a depth of approximately 70 feet below ground surface.

One of the most seismically active areas within Southern California is the offshore channel area south of Santa Barbara. Here, at least nine major active, or potentially active, faults occur within a distance of nine miles from the City of Santa Barbara. The most dangerous of these faults appears to be the Red Mountain fault which lies approximately 3½ miles south of the proposed site. Onshore, the downtown area of Santa Barbara is situated on what may be a currently active graben[1] bordered by the Santa Barbara fault system to the south and the Loon Point-Mission Ridge disturbed zone to the north. Additionally, there is an unnamed inferred offshore fault[2] located approximately one half mile from the project site.[2] The subject property also possesses a high liquefaction potential[3] and groundwater[4] levels at eight to ten feet below groundsurface.

The Central Drainage Channel (Laguna Creek) and Mission Creek are the two controlling watercourses in the vicinity of the subject property. A 100-year storm associated with the Central Drainage Channel is anticipated to flood to a narrow corridor along the Drainage Channel which would only affect that area of the site proposed for "Ocean-Oriented

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[1] A graben is defined as a block, generally long compared to its width, that has been downthrown along faults relative to the rocks on either side.

[2] The City of Santa Barbara, Seismic Hazard Map, Plate 3, Michael F. Hoover.

[3] Ibid., Plate 4.

[4] Geotechnical Consultants, Inc., "Geotechnical Reconnaissance Proposed Commercial Development, Santa Barbara, California", November 14, 1977.

Industry". A 100-year storm associated with Mission Creek is anticipated to flood the entire area west of the proposed Garden Street extension.[5]

2. Project Impacts

Development of the proposed Cabrillo Plaza could create potential impacts relative to on-site geologic, soil and flooding constraints. Due to the presence of the artificial fill, sand and estuarine deposits, unpredictable differential settling (soil compression) could occur as a result of added structural weight of the proposed buildings. If special foundation and construction techniques are not employed in the development of the proposed Cabrillo Plaza, significant adverse soil-related impacts could occur.

Due to the seismically active nature of Santa Barbara, especially the waterfront area, development of high occupancy, multi-level structures in this area could result in damage, health and safety problems to on-site structures and persons. These seismic impacts are considered potentially significant if not properly mitigated.

Due to the potential for on-site liquefaction, uncontrolled soil settlements could occur within the estmarine deposits caused by cyclic seismic loading. Therefore, if special foundation and construction techniques are not employed in the development of the Cabrillo Plaza, significant, adverse liquefection-related impacts could occur.

Due to the presence of groudwater at 8 to 10 feet below ground surface, possible construction and foundation difficulties could occur (e.g., undergound parking facility, three-story structures, etc.). These groundwater-related impacts are considered significantly adverse if not properly mitigated.

Finally, potential flooding hazard associated with 100-year storms for the Central Drainage Channel (Ocean-Oriented Industrial uses) and for Mission Creek (Motor Hotel, Restaurant, Meeting Room, etc) could occur with project realization. The applicant proposes to drain the project site with existing and proposed street and storm drains with all drainage flowing into the Centeral Drainage Channel. Additionally, building sites are proposed to be filled a minimum of 12 inches above the estimated 100-year water surface for those sites west of the Garden Street extension and a minimum of 18 inches above the estimated

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[5] SOURCE: Flood Boundary and Floodway Map, OIF-11F, City of Santa Barbara, Federal Insurance Administration, U.S. Department of Housing and Urban Development.

100-year water surface for those sites east of the Garden Street extension. If the above referenced design elements are integrated into the proposed project, potentially significant flooding impacts would be reduced to acceptable levels.

3. Mitigation Measures

The following mitigation measures are recommended in order to reduce any potential geologic, soil and/or flood impacts due to the "Specific Plan" nature of the proposed project. Detailed mitigation measures are not available. Therefore, the following measures are suggested in order to give guidance towards the creation of the "Development Plan":

- o A phase II Geological Investigation should be undertaken to determine site specific geotechnical hazard and to provide site specific mitigation measures to reduce potential geotechnical impacts to acceptable level. Such an investigation should include the following:
  - determination of depth to suitable bearing for foundations
  - determination of safe bearing capacities
  - determination of appropriate seismic design criteria for proposed structures
  - recommendations for structual foundations.
- o An engineering study should be provided which details project-specific flood control problems and which specifies adequate flood control techniques to reduce on-site and off-site flooding impacts to acceptable levels.

If the above-referenced mitiagation measures are adhered to and subsequent recommendations for geologic, soil and/or flooding mitigations are incorporated into the project design, geologic, soil and flooding impacts would be reduced to acceptable levels.

G. IMPACTS FOUND TO BE NONSIGNIFICANT

Based upon the City's Initial Study Checklist and review of the project by City staff, other subject areas were determined not to exhibit the potential for significant effect. The discussion below provides a brief overview of the scoping process utilized by the City.

Biological Resources: While the project is located directly west of the Central Drainage Channel (Laguna Creek), setbacks and landscaping proposed on the Exhibit Plan and within the text of the Specific Plan should insure sufficient buffering to preclude any significant micro-habitat degradation. Furthermore, no rare, endangered or protected species are known to inhabit or frequent the site.

Cultural Resources: The waterfront is generally considered to have the potential for archaeological and cultural resource sensitivity. However, in that the project site is located totally within the boundaries of the old estero and covered with artificial fill material, the potential for on-site archaeological resources is minimal or nonexistent.

For additional information, the reader is referred to the City's Initial Study Checklist contained in this report as Appendix A.

VI. GROWTH INDUCEMENT

Approval of the proposed Cabrillo Plaza Specific Plan would not in and of itself induce growth. However, should development take place at some later date, the following types of growth inducement could take place:

- Employment increases due to new job opportunities (short-term and long-term);
- Population growth resulting from the creation of new jobs and immigration of new residents to fill a portion of those jobs;
- Economic growth in the form of (1) increased property tax revenues, (2) increased sales tax receipts, (3) increased transient occupancy tax receipts, and (4) indirect consumer spending in the Santa Barbara South Coast area; and
- Improved public infrastructure systems in the form of street extensions.

These types of growth inducement are analyzed in greater depth in the following paragraph.

Construction Employment

An unknown number of construction-related jobs would be created during the "implementation" phase of the Specific Plan. Given the present economic situation (high interest rates and unemployment) coupled with the potential phased nature of plan implementation, it is not anticipated that construction employment generated would exceed the local supply of labor.

Operational Employment

Permanent part-time and full-time job opportunities would be created by the motor hotel, restaurant and, to a lesser extent, industrial components of the Specific Plan. Lacking site specific development plans for each of the permitted uses, no detailed estimates of job types and numbers can be made at this time. However, based upon the conceptual plan and rules of thumb for employment generation of similar facilities, the motor hotel would generate 187 positions[1] and the restaurant would employ approximately 45 persons. The ocean oriented industrial uses would not likely generate substantial new employment opportunities. Of the total number of new jobs created (232), about 25% would be full-time and 75% would be part-time resulting

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[1] Based upon .75 employees/room

in 145 full-time equivalent positions. Of these full-time equivalent positions, it is assumed that five would be management level and the remaining 140 would be service workers. Of these 140 positions, it is further assumed that 93 percent would be drawn from the existing local labor market.[2] Applying Regional Growth Impact Study assumptions to the residual employees, the demand by new households for new housing would total 7 dwelling units.

In addition to growth in terms of new jobs to the area, the implementation of the Specific Plan would generate substantial revenues from sales tax, property taxes, and transient occupancy taxes. (Assuming $50/night accommodation, 90 percent occupancy, and 6 percent transient occupancy tax, the motel would generate a minimum of $246,375 per year in those tax receipts alone). That portion of property tax receipts which exceeds the present level would be earmarked for Redevelopment Agency activities through its tax increment financing mechanism. The City's Local Coastal Plan requires that at least 20 percent of tax increment monies generated in the Coastal Zone be used to provide housing activities for low and moderate income individuals and/or families, thereby mitigating any housing impacts indirectly generated by the project.

Economic growth would also result from commercial activity and retail sales, both directly and indirectly. From a direct standpoint, sales tax receipts would increase due to patronage by motel guests of the coffee shop, and patronage by motel guests, tourists and area residents of the seafood restaurant. Indirectly, motel guests would also purchase goods and services available at other commercial and retail establishments throughout the South Coast. The City of Santa Barbara would receive one percent of all retail sales and purchases made within the City by motel guests.

Extension of Services

The Cabrillo Plaza Specific Plan provides for the extension of public streets (i.e., Garden Street and Yanonali Street) into areas which previously had no formal access. No adverse effects are anticipated from these extensions. In that the site already receives other public services such as water supply and sewage treatment, no additional growth facilitating changes would occur with respect to public infrastructure.

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[2] Rancho Arroyo DEIR, page 147.

VII. OTHER CEQA CONCERNS

WATER QUALITY

While adoption of the proposed Specific Plan would not create any direct water quality effects, approval and subsequent construction of those uses contemplated by the Specific Plan would have some effect. The impervious surfaces created by site development could be incrementally increased over that which presently exists. These impervious surfaces would primarily be parking areas end on-site circulation improvements. Incremental increases in the run off of petroleum distillates could result but would be of such a small magnitude as to be considered insignificant.

ENERGY CONSERVATION

The nature of the Specific Plan process does not facilitate a detailed assessment of energy conserving features of the project nor a comparison of traditional versus innovative energy demand. At such time as a development plan is prepared, the following items should be considered as elements of a resource management and conservation program.

Motor Hotel and Restaurant:

- Minimize use of unnecessary lighting with use of timers and automatic shut off switches;
- Establish lighting needs and priorities for different periods of the day and night;
- Develop a plan to minimize peak power demand;
- Where practical, appliance should be selected on the basis of energy consumption performance;
- Use of alternative lighting types with the most effective energy savings;
- Maximize use of natural lighting. It is suggested that south and southwest facing glass be double-glazed to provide insulation and be in public areas where hotel staff could regulate the amount of light admitted;
- Survey the effectiveness of passive cooling/ heating and ventilation features including structure redesign to take advantage of sun shading and wind induced cross ventilation, such as:

  a. Air scoops to collect prevailing winds,
  b. Proper location of vegetation
  c. Roof overhangs,
  d. Insulate and ventilate attic space,

e. Use gravity ventilation to create natural ventilation,
f. Insulate walls, floors and ceilings,
g. Employ thermal masses as sources of warm or cool air as needed,
h. Windows and vents in public areas, so that motel staff can open them for cooling as needed,
i. Use of building materials that store daytime heat;

- The applicant should indicate, in a specific manner, those design elements which are oriented toward energy conservation and the anticipated energy savings associated with any and all of the possible energy saving features discussed above; and

- Air conditioning should only be used if it can be demonstrated by the applicant that the use of alternative energy sources and design features such as those discussed above are neither feasible nor cost-effective from a site specific standpoint.

Ocean-Oriented Industry:

The ultimate uses which would locate in the ocean-oriented industrial area are not known at this time. However, it is likely that many of the existing on-site ocean-0oriented uses could relocate on-site with the advent of the proposed project. Due to the small nature of the anticipated uses, it is difficult to predict energy use and conservation. Therefore, no detailed recommendations are made at this time. However, the use of energy efficient lighting and heating systems should be encouraged.

SHORT TERM USES VERSUS LONG TERM PRODUCTIVITY

Approval of the Cabrillo Plaza Specific Plan per se would have no physical effects due to its policy nature. However it would set more stringent land use regulations for the site. At such time as detailed motel, restaurant, industrial and related uses were proposed for the site, short term effects would be related primarily to construction activity, i.e. dust generation, construction traffic and noise, etc.

From the perspective of long term productivity, approval of the Specific Plan would serve to implement a portion of the City's long range planning goals for the waterfront area. In terms of physical environmental effects which would result from Specific Plan implementation, the following effects could result.

- Long-term impact on the City's remaining water supply;
- Long-term cumulative impact on air quality and traffic;
- Sewage treatment demand increases;
- Increased demand and long-term cumulative expenditure of non-renewable resources; and
- Need for additional public services, such as police and fire.

The most important long term aspect of the proposed Specific Plan is its provision for access to the waterfront area. The street improvements planned as part of the proposal would have a long term and beneficial effect of substantially improving vehicle access to the waterfront. These benefits of access improvements proposed by the Specific Plan would not be fully realized until construction of the SGRN freeway plan.

UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL EFFECTS

The only unavoidable environmental impact associated with approval of the Cabrillo Plaza Specific Plan would be the ultimate (operational-related) increase in air pollutant emissions that is considered significant due to the non-attainment status of the South Central Coast Air Basin.

VIII. ALTERNATIVES

Environmental Impact Reports are required to describe all reasonable alternatives to the proposed "project" which could feasibly attain the basic objectives of the applicant. In the case of a Specific Plan such as the Cabrillo Plaza, alternatives must be considered in a broader light in terms of "planning" alternatives.

No Project Alternative

This alternative would entail no physical or institutional changes to the project site either in terms of land use controls or its present physical state. None of the site specific environmental effects mentioned in other portions of this report (i.e., access and parking impacts, air quality degradation, water demands, police and fire protection demands, etc.) would occur nor would any benefits (i.e., roadway extensions, tax revenues, etc.).

Without a specific plan for the site, the uses envisioned for the site by the City's Local Coastal Program could occur at some later date but without the benefit of the land use controls proposed by the Specific Plan. The City of Santa Barbara would likely be financially responsible for condemnation proceedings and right of way acquisition of those portions of the site necessary to provide access from (or under) U.S. 101 to the waterfront area, via Garden Street.

From the perspective of no project status for each of the components of the Specific Plan, substantial property tax, bed tax and sales tax revenues associated with the motor hotel and restaurant would not accrue to the City nor would tax increment monies accrue to the Redevelopment Agency. In that ocean oriented industries are presently located on site, there would not be any major changes associated with the "no project" status for the ocean oriented industry component of the plan.

Alternative Use of the Site

Three alternative use types have been considered for the site under the auspices of the Redevelopment Plan and its amendment. Alternative A considered utilizing the site for market housing west of Garden Street and industry east of Garden Street. Alternatives B and E envisioned the site use as similar to that proposed under the present Specific Plan. Alternative C proposed ocean-oriented uses west of Garden Street and recreational uses (i.e. Golf Course) east of Garden Street. Alternative D - envisioned use of the site for visitor serving uses west of Garden Street and long term parking east of Garden Street.

In that each of these "sub alternatives" was proposed as part of the Redevelopment Plan, they have not taken into account the objectives of the applicant.

Alternative Land Use Mix

After review of the City's Local Coastal Plan and the envinmental effects of the uses proposed by the Specific Plan, there are no known land use mix atlernatives which would further reduce environmental effect, be consistent with the LCP and attain the basic objectives of the applicant.

Alternative Design

One alternative to the design proposed by the Specific Plan would be to eliminate the meeting room component of the Motor Hotel element to allow for additional parking spaces. In addition, the Restaurant aspect of the Specific Plan could be reduced in scale to be in balance with its parking requirements. However the generalized location of structures and uses appears to be optimal in terms of site utilization and LCP consistency.

Mitigated Project Alternative

The Mitigated Project alternative would be that which more fully addresses site constraints than the proposed Specific Plan. While the "Specific Plan" vehicle is limited in its ability to deal with on-site constraints and developmental induced environmental effects, it could be augmented with language which addresses, in policy terms, the following developmental issues:

- Generalized access and circulation variables (number of access points and minimum left-turn length);
- Generic water conservation programs;
- Provisions of adequate fire flows to the site; and
- Necessary technical studies which should/would be necessary for approval of a "devleopment plan."

Other issues which are already addressed by the proposed Specific Plan include transportation management, parking, aesthetics, open space and noise.

In order to fully reduce water supply impacts to levels below established threshold, the project size would need to be reduced to approximately 50 percent of its present size. In order to fully mitigate air quality impacts, the project would also need to be reduced to approximately 60 percent of its present size. It is questionable as to whether or not either of these size reductions would be feasible from an economic standpoint.

IX. PERSONS AND ORGANIZATIONS CONTACTED/REFERENCES

Report Preparation Team

INTERFACE Planning and Counseling Corporation

John C. Jostes - Principal Planner, Project Manager
Kenneth E. Marshall - Associate Environmental Planner
Stephanie L. Stevens - Administrative Assistant
Reed, Carolyn E. - Independent Word Processing

Alderman, Swift & Lewis (ASL) Consulting Engineers (Traffic and Circulation) in Draft EIR

Mitchell, Dr. Thomas - Consulting Noise Specialist

Persons and Organizations Contacted

Abney, Richard, Crime Analyst, City of Santa Barbara, Police Department

Adkins, Neil J., Chief of Police, City of Santa Barbara

Amtrak Reservations

Christensen, W.D., Captain and Commander of Administrative Services, City of Santa Barbara, Police Department

Faoro, A.L., Fire Chief, City of Santa Barbara

Faris, Robert, Transportation Engineer, Associated Transportation Engineers

Fischer, Anthony C., Attorney for the Applicant

Helmer, John, Former Environmental Analyst, City of Santa Barbara, Community Development Department

Lawson, Stephanie, Planning Technician, City of Santa Barbara, Community Development Department

Lenvik, Ed, Architect, Lenvik and Minor Architects

Ramsdell, Peter, Administrative Services Coordinator, City of Santa Barbara Fire Department

Saley, Patricia W., Environmental Analyst, City of Santa Barbara, Community Development Department

Sgroi, Paul, City of Santa Barbara, Transportation Division

Southern Pacific Railroad Transportation Services

Terry, Ann, Coordinator, Office of Air Quality Planning, Santa Barbara County Department of Regional Programs

Wright, William D., Project Applicant

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APPENDICES

A. INITIAL STUDY CHECKLIST

B. CUMULATIVE LIST

C. TRAFFIC AND CIRCULATION

D. AIR QUALITY

E. NOISE ASSESSMENT

F. OTHER RELEVANT INFORMATION

G. PUBLIC AND AGENCY COMMENTS AND RESPONSES TO COMMENTS

APPENDIX A

ENVIRONMENTAL CHECKLIST FORM

To Be Completed By Lead Agency

SB-79-82

I. PROJECT NAME: Specific Plan Cabrillo Plaza

NAME, ADDRESS, TELEPHONE OF APPLICANT: W.D. Wright 15 E. Carrillo St.

II. ENVIRONMENTAL IMPACTS
(Explanation of "yes" and "maybe" answers on attached sheets)

	YES	MAYBE	NO
1. Geology and Soils. Will the proposal result in:			
a. Unstable earth conditions or changes in geologic substructures?	___	X	___
b. Substantial change in the topography?	___	X	___
c. The destruction, covering, or modification of any unique geologic or physical features?	___	___	X
d. Increased erosion or siltation which modifies any physical feature?	___	___	X
e. Exposure of people or property to geologic hazards such as earthquakes, landslides, ground failure, liquefaction, or other hazards?	___	X	___
2. Air. Will the proposal result in:			
a. Substantial air pollutants or deterioration of local or regional air quality?	___	X	___
b. The creation of objectionable odors?	___	___	X
c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	___	___	X
3. Water. Will the proposal result in:			
a. Changes in marine or fresh water current course, or direction?	___	___	X
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?	___	X	___
c. Alterations to the course or flow of flood waters?	___	___	X
d. Exposure of people or property to water related hazards such as flooding or tsunamis?	___	X	___
e. Substantial reduction in the amount of water available for public water supplies?	___	X	___

f. Discharge into surface waters, or in the alteration of surface water quality or quantity?	___	___	X
g. Change in ground water quality or quantity through direct additions, withdrawals, or through interception of an aquifer by cuts or excavations?	___	___	X
4. Plant Life. Will the proposal result in:			
a. Change in the quantity or diversity of any plant species?	___	X	___
b. Reduction in number or habitat area of any unique, rare, or endangered plant species?	___	___	X
c. Reduction in acreage of any agricultural crop?	___	___	X
5. Animal Life. Will the proposal result in:			
a. Change in the quantity or diversity of any animal species?	___	___	X
b. Reduction in number or habitat area of any unique, rare, or endangered animal species?	___	___	X
6. Noise. Will the proposal result in:			
a. Increased noise levels?	___	___	X
b. Exposure of people to severe noise levels?	___	X	___
7. Light and Glare. Will the proposal produce new light or glare?	___	___	X
8. Land Use. Will the proposal result in:			
a. A substantial alteration of the present or planned land use of an area?	___	___	X
b. Non-conformance with existing zoning & general plan designations?	___	___	X
9. Natural Resources. Will the proposal result in:			
a. Substantial increase in the use of natural resources?	___	X	___
b. Substantial depletion of any nonrenewable natural resource?	___	___	X
10. Risk of Upset. Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	___	___	X
b. Possible interference with an emergency response plan or an emergency evacuation plan?	___	___	X

11.	Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	___	X	___
12.	Housing. Will the proposal affect existing housing, or create a demand for additional housing?	___	X	___
13.	Transportation/Circulation. Will the proposal result in:			
	a. Generation of substantial additional vehicular movement?	X	___	___
	b. Effects on existing parking facilities, or demand for new parking?	___	X	___
	c. Substantial impact upon existing transportation or circulation systems?	___	X	___
	d. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	___	X	___
14.	Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services (i.e., fire and police protection, schools, recreational facilities, road maintenance)?	___	X	___
15.	Energy. Will the proposal result in:			
	a. Use of substantial amounts of fuel or energy?	___	X	___
	b. Substantial increase in demand upon existing energy sources or the development of new sources?	___	___	X
16.	Utilities. Will the proposal result in a need for new systems, or substantial alterations to public utilities (i.e. water, sewer, power, storm drainage, telephone)?	___	___	X
17.	Human Health. Will the proposal result in:			
	a. Creation of any health hazard or potential health hazard (excluding mental health)?	___	___	X
	b. Exposure of people to potential health hazards?	___	___	X
18.	Aesthetics. Will the proposal obstruct any scenic vista or view open to the public, or create an aesthetically offensive site open to public view?	___	___	X
19.	Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	___	___	X
20.	Cultural Resources.			
	a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	___	___	X
	b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	___	___	X
	c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	___	___	X

c. Will the proposal restrict existing religious or sacred uses within the potential impact area? ___ ___ X

II. Mandatory Findings of Significant Environmental Effect.

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 major periods of California's history or prehistory? X ___ ___

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? ___ X ___

c. Does the project have possible environmental effects which are individually limited but cumulatively considerable? ___ X ___

d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ___ X ___

III. DISCUSSION OF ENVIRONMENTAL EVALUATION AND MITIGATION MEASURES:

SEE ATTACHED

IV. RECOMMENDATION OF THE ENVIRONMENTAL ANALYST:

On the basis of this initial evaluation:

___ I find the proposed project will NOT have a significant adver environmental effect, and a NEGATIVE DECLARATION should be prepared.

___ I find that although the proposed project could have a signi cant adverse environmental effect, there would not be a signi ficant effect in this case if the mitigation measures descri herein are added to the project. A NEGATIVE DECLARATION sho be prepared.

X I find that the proposed project MAY have a significant adve environmental effect, and an ENVIRONMENTAL IMPACT REPORT should be prepared.

Date 9/23/82 Stephanie M. Lawson (Signature)

DETERMINATION OF THE ENVIRONMENTAL REVIEW COMMITTEE: EIR 9/24/82

1. The project area has high liquefaction susceptibility. A structural engineer should conduct a study and recommend appropriate structural engineering for underground parking garages and high occupancy buildings.

2. The traffic generated by future development on the project site may significantly contribute to area THC,CO, and NOx levels. emissions could be as high as 61bs/peak hour of THC, 7 lbs/peak hour of NOx, and 50 lbs/peak hour of CO. These levels are above the 5 lbs/peak hour threshold. Significant air quality impacts may occur.

3.b. Additional impervious surfaces and changes to drainage patterns may cause runoff impacts. An adequate drainage plan will be required and reviewed by the Division of Land Use Controls.

3.d. Portions of the project site are located within the 100 year flood plain. Development standards should preclude and significant impacts.

3.e. Hotels are typically high water users. Water use over 2 acre feet per year per acre may occur. Significant water use impacts may occur .

4. Many existing trees (eucalyptus, acacia, etc.) and shrubs will be removed when future improvements are developed. The existing onsite vegetation is not sensitive or significant. Future improvments will require landscaping plan approval by the ABR. No significant impacts should occur.

6.b. Lodging uses adjacent to the railroad tracks may be impacted by noise. Presently the 65-75 noise contours are located on the project site. The Noise Element specifies 70 dBa as the acceptable exterior noise level and 45 dBa as acceptable for interior.

9&15. This project has the potential to use significant amounts of fuel and energy. No conservation techniques have been proposed. Alternative energy methods should be investigated and mitigation measures should be developed.

11&12. Construction and operation of the proposed visitor serving uses would create employment opportunities which may bring in workers from outside the SouthCoast area. An influx of new families may impact the City's available housing stock. Significant growth inducing and housing impacts may occur.

13a.c.d. The proposed project may generate 2600 new ADTs, calculated as follows:

hotel 10 ADT/room x 250 rooms = 2500 } x .75 multipurpose trips = 2534
restaurant 2.7 ADT/seat x 325 seats = 878 }
boat yard 5.46 / 1000 sq.ft x 11,000 sq.ft = 60 + 60
2594 ADT

The project proposes to develop the waterfront circulationsystem by extending Garden Street north from Cabrillo Blvd., extending Yanonali St. east from Santa Barbara St., and closing Santa Barbara St. at Mason St. (Further circulation to and from this area is predicated on the SGRN freeway plan which develops a Garden Street underpass.) Waterfront circulation patterns would be altered by the proposal and should be analyzed along with the impacts of the new ADTs.

13.b. The future development plans would be required by ordinance and the Local CoastalPlan to supply sufficient parking. No significant impacts should occur.

14. The proposed high density visitor serving uses in an area not presently developed could generate new demands for police and fire services. Impacts on these departments should be invetigated.

21.a. The emissions generated by the future development of this proposal may significantly degrade the area's air quality.

21.b. Significant long term traffic, air quality, energy, public service, and water use impacts may occur.

21.c. Significant cumulative traffic, air quality and water use impacts may occur

21.d. Significant safety and health impacts may occur from ground instability and noise impacts.

Staff reccomends that an EIR be prepared on the issues:

1. Ground stability- liquefaction
2. Air quality
3. Traffic circulation and generation
4. Water use
5. Energy consumption
6. Noise
7. Public services
8. Growth inducing and housing should be discussed in the appropriate sections.

CUMULATIVE LIST

APPENDIX B

WATS DEFICIENCY POINTS GUIDELINES

LOCATION	LAND-USE	SIZE	PROJECT STATUS	TOTAL NET PK HR TRIPS	TRIPS per DEF. POINT	DEF PTS per PROJECT
Navy Pier	marina serv. ctr	1,220 sf.		2.00	5.0	0.40
306 W. Cabrillo Bl.	apartments	1 bdr. D.U.	A	0.60	7.9	0.08
15 Chapala	motel	17 rm mgr unit	C	2.10	7.9	0.27
232 Natoma St.	apt/motel	9 apt/8 motel rm.	A	2.20	7.9	0.28
1 State St.	outdr area	1,360 sf.	C	6.53	7.9	0.83
Salsipuedes & Quinientos	portable classroom	500 sf.	C	2.00	57.1	0.04
Olive & Quinientos	portable classroom	500 sf.	A	2.00	57.1	0.04
734 E. Carpinteria St.	office bldg	600 sf.	A	1.98	57.1	0.04
*Salsipuedes & Montecito	comml/indust.	52,850 sf.	A	15.86	57.1	0.28
*428 Orilla del Mar Dr.	condominium	3-2brm+1-1 brm	C	2.40	6.0	0.40
*424 Por la Mar Dr.	motel	11 motel 1 residential	C	6.00	6.0	1.00
435 S. Milpas	hotel	add 3 rooms	A	1.50	6.0	0.25
14 S. State St.	commercial	633 sf.	A	4.72	5.8	0.81

* Projects to be assumed in cumulative assessment.

A = Approved
C = Completed
P = Proposed

WATS DEFICIENCY POINTS GUIDELINES

LOCATION	LAND-USE	SIZE	PROJECT STATUS	TOTAL NET PK HR TRIPS	TRIPS per DEF. POINT	DEF PTS per PROJECT
*1039 Orilladel Mar	hotel addition	14 rooms	A			1.17
1111 E. Cabrillo	parking garage Sheraton Hotel		A			----
*315 Bath St.	warehouse	6000 sf.	A			1.84
*214 State	new 51 seat restaurant and fish sales	1680 sf.	C			1.02
*35 State St.	addition to restaurant	44 seats, (28 dining seats, 16 bar seats)	C			.52
226 S. Milpas	autowrecking yard	Existing	C			----
*209 State	hotel/restaurant/ commercial project	106 hotel rooms, 200 seat restaurant, 5750 sq. ft. hostel, 20,549 sq. ft. retail, 6254 sq. ft. office, 2 theatres	P			----
*816 Cacique	warehouse & office	11,760 sf.	A			.75
*701 Cacique	office/warehouse	53,400 sf.	P			----
*650 E. Cabrillo	Park Plaza	360 hotel rooms, 1000 person confer. center	A			17
*428 Por la Mar	hotel addition	12 rooms	C			1.0

* Projects to be assumed in cumulative assessment.

A = Approved
C = Completed
P = Proposed

APPENDIX C

TRAFFIC AND CIRCULATION

CAPACITY CALCULATIONS

A "throat capacity" method for performing capacity calculations was devised that was compatible with the computer technique used. This method is based on critical lane summation capacity calculations and was checked against that technique to assure that it is accurate.

This method assumes the following:

- Each left or right-turn lane has a capacity of 150 vehicles per hour.
- Each thru lane has a capacity of 1375 vehicles per hour.
- Right or left-turn lanes are coded as thru lanes if they carry heavy traffic volumes; i.e., greater than 200 vehicles per hour.
- One-way street approaches (but not tee intersections) are coded as having double the number of lanes to account for the lack of approaching traffic conflicts.

The capacity determination process has six steps.

1. The total capacities are first found for <u>each</u> approach by adding together the capacities of each available lane.
2. Total existing or future approach volumes are determined for <u>each</u> intersection approach.
3. Approach volumes are divided by the corresponding approach capacity.
4. The maximum of each axile approach is determined; i.e., the highest of the north and south, and the highest of the east and west approaches. If there is a missing approaching such as for a three legged tee intersection, then whatever approach exists becomes the maximum.
5. The two maximums are added together.

6. The resulting number, to which is the volume to capacity (V/C) ratio, is compared to the following table to determine what level of service the intersection operates at:

V/C TO LEVEL OF SERVICE RELATIONSHIP

V/C Ratio Range	Level of Service
0 - 0.6	A
0.6 - 0.69	B
0.7 - 0.79	C
0.8 - 0.89	D
0.9 - 0.99	E
Greater than 1.0	F

Source: WATS, Technical Appendix, De Leuw, Cather and Company, 1979, pg. 3, 4.

ESTIMATED DAYTIME PARKING NEED

Motel	- 90% occupancy	
	85% arrive by auto	
	75% autos parked during daytime	
	250 x .9 x .85 x .8	144
Cocktail Lounge	- 33% daytime occupancy	
	40% from outside	
	1.7 vehicle occupancy	
	120 x .33 x .4 /1.7	9
Meeting Rooms	- 95% occupancy	
	80% from outside	
	90% arrive by auto from outside	
	1.4 vehicle occupancy	
	350 x .95 x .8 x .9 /1.4	171
Coffee Shop/Dining Room	- 70% daytime occupancy	
	40% from outside	
	1.7 vehicle occupancy	
	130 x .7 x .4 /1.7	21
Restaurant	-	
Lounge	40% occupied	
	60% from outside	
	90% arrive by car	
	1.8 vehicle occupancy	
	125 x .4 x .6 x .9 /1.8	15
Dining Area	70% occupied	
	60% from outside	
	90% arrive by car	
	1.8 vehicle occupancy	
	200 x .7 x .6 x .9 /1.8	42
Motel Employees	- 90% motel occupancy	
	.6 employees per occupied room	
	65% day shift	
	70% drive to work	
	250 x .9 x .6 x .65 x .7	61
Resturant Employees	- 6 employees per 1000 sq. ft.	
	9000 sq. ft.	
	70% drive to work	
	6 x 9 x .7	38
TOTAL		501

APPENDIX D
AIR QUALITY

Computation for Cabrillo Plaza Specific Plan air pollutant emissions were based on the following data:

Project AADTE: 2,823
Average Trip Length: 4.21 miles per day[1]
Project VMT = 14,397 miles
Vehicle Split: 70% freeway, 30% surface streets

1981 Projections (EPA, Mobile 2c Printout, February 1981, California Emission Factors).

THC
Emission rates: surface street (35 mph) = 1.73 g/mi.
Freeway (55 mph) = 1.40 g/mi.

Surface street	14,397 miles x 0.30 x 1.73 =	7,479 g/day
Freeway	14,397 miles x 0.70 x 1.40 =	14,109 g/day
	Total	21,581

21,581 g/d x 0.0000011 = 0.0237 tons/day x 2,000 lbs/ton =
47.4 lbs/day x 10%[2] = 4.7 lbs/peak hour

CO
Emission rates: surface street (35 mph) = 17.35
Freeway (55 mph) = 18.19

Surface street	14,397 miles x 0.30 x 17.35 =	74,936 g/day
Freeway	14,397 miles x 0.70 x 18.19 =	183,317 g/day
	Total	258,253 g/day

258,253 g/d x 0.0000011 = 0.2841 tons/day x 2,000 lbs/ton =
568.1 lbs/day x 10%[2] = 56.8 lbs/peak hour

NOx
Emission rates: surface street (35 mph) = 2.39
Freeway (55 mph) = 3.24

Surface street	14,397 miles x 0.30 x 2.39 =	10,322 g/day
Freeway	14,397 miles x 0.70 x 3.24 =	32,652 g/day
	Total	42,974 g/day

42,974 g/d x 0.0000011 = 0.0472 tons/day x 2,000 lbs/ton =
94.5 lbs/day x 10%[2] = 9.4 lbs/peak hour

---

[1] This is the Santa Barbara County "weighted" average for both work and non-work related trips (SOURCE: SCOTS, March 2, 1980).

[2] A.M. peak hour generation % of average trip rate for from Table 4-1, Guidelines for the Preparation of Air Quality Impact Analyses, compiled by Ann Terry, Air Quality Planning Coordinator, Santa Barbara County Department of Regional Programs, November 1981. The A.M. peak hour generation % of average trip rate determines peak hour pollutant generation in order to compare emissions to the established County threshold of 5.0 pounds per peak hour.

APPENDIX D
AIR QUALITY

Computation for Cumulative Project (including the Cabrillo Plaza Specific Plan Project) air pollutant emissions were based on the following data:

Cumulative AADTE: 17,912
Average Trip Length: 4.21 miles per day[1]
Project VMT = 75,410 miles
Vehicle Split: 70% freeway, 30% surface streets

1981 Projections (EPA, Mobile 2c Printout, February 1981, California Emission Factors).

THC
Emission rates: surface street (35 mph) = 1.73 g/mi.
Freeway (55 mph) = 1.40 g/mi.

Surface street	75,410 miles x 0.30 x 1.73 =	39,138 g/day
Freeway	75,410 miles x 0.70 x 1.40 =	73,902 g/day
	Total	113,040 g/day

113,040 g/d x 0.0000011 = 0.124 tons/day x 2,000 lbs/ton =
248 lbs/day x 10%[2] = 24.87 lbs/peak hour

CO
Emission rates: surface street (35 mph) = 17.35
Freeway (55 mph) = 18.19

Surface street	75,410 miles x 0.30 x 17.35 =	392,509 g/day
Freeway	75,410 miles x 0.70 x 18.19 =	960,196 g/day
	Total	1,352,705 g/day

1,352,509 g/d x 0.0000011 = 1.488 tons/day x 2,000 lbs/ton =
2,976 lbs/day x 10%[2] = 297.60 lbs/peak hour

NO_x
Emission rates: surface street (35 mph) = 2.39
Freeway (55 mph) = 3.24

Surface street	75,410 miles x 0.30 x 2.39 =	54,069 g/day
Freeway	75,410 miles x 0.70 x 3.24 =	171,030 g/day
	Total	225,099 g/day

225,099 g/d x 0.0000011 = 0.248 tons/day x 2,000 lbs/ton =
495 lbs/day x 10%[2] = 49.52 lbs/peak hour

---

[1] This is the Santa Barbara County "weighted" average for both work and non-work related trips (SOURCE: SCOTS, March 2, 1980).

[2] A.M. peak hour generation % of average trip rate for from Table 4-1, Guidelines for the Preparation of Air Quality Impact Analyses, compiled by Ann Terry, Air Quality Planning Coordinator, Santa Barbara County Department of Regional Programs, November 1981. The A.M. peak hour generation % of average trip rate determines peak hour pollutant generation in order to compare emissions to the established County threshold of 5.0 pounds per peak hour.

APPENDIX E NOISE STUDY

Thomas P. Mitchell, Ph.D.
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Report on the Current General Acoustic Environment of the Site of the Proposed Cabrillo Plaza Development.

INTRODUCTION

The site is located between Santa Barbara Street on the southwest and Laguna Creek (Central Drainage Channel) on the northeast. It abuts the Southern Pacific Railroad Right-of-Way along its entire southeast boundary. The northwest boundary is parallel to, but displaced about 500 feet from, U.S Highway 101. The region between the site and Highway 101 is developed and occupied by buildings of various heights. The area of the property is approximately 10.5 acres.

Two railroad spurs traverse the site one to the southwest and one to the northeast. No changes in elevation on the site, which is essentially level, are of significance acoustically. The Map of Current Noise Contours (1979) in the City of Santa Barbara General Plan, Noise Element indicates that the property is intersected by the 65, 70 and 75 dBA contours.

SOUND LEVEL SURVEY

In order to establish estimates of current noise levels a series of measurements were made on the following occasions:

Monday Nov. 1, 1982 11:00am - 1:30 pm

Wednesday Nov. 3, 1982 10:30 am - 12:00 pm

Friday Nov. 5, 1982 10:30 am - 1:30 pm

Monday Nov. 8, 1982 10:00 am - 1:00 pm

The measurement locations were chosen along the perimeter of the site and in the interior. The locations were deliberately concentrated in the southeast to evaluate the influence of the railroad operations.

The equipment consisted of:

i) General Radio Sound Level Meter Type 1565-A

ii) Brüel and Kjaer Precision Integrating Sound Level Meter Type 2218

iii) Brüel and Kjaer Sound Level Calibrator Type 4230.

The meters were calibrated immediately prior to each measurement period. Windscreens were utilized on the microphones to eliminate wind effects. The actual measurements were made, almost exclusively, in the form of Equivalent Continuous Sound Level[1], L_{eq}, over periods of 5, 10 and 15 minutes. The exceptions were those taken to measure an event maximum or to coincide with a particular railroad operation.

The L_{eq} values varied little for a given location with the measurement interval (5, 10 and 15 minutes). The locations are numbered and shown encircled thus on the attached plan which is a reproduction of an Exhibit prepared by Lenvik and Minor, Architects. The correlation of L_{eq} with location is presented in the accompanying Table No. 1 for measurements which did not include railroad sources. Because the railroad is the prinicpal source of noise in the area its influence is considered separately.

1 L_{eq} is defined to be the level of steady sound which, over a given time interval at a given location, contains the same A-weighted acoustic energy as the actual time varying sound.

TABLE No. 1

(No Railroad Operations)

LOCATIONS	L_{eq}, dBA
1	60.5
2	61.3
3	54.7
4	54.8
5	52.9
6	55.2
7	53.2
8	48.4
9	48.7
10	55.8
11	53.8
12	54.0
13	57.3
14	57.6
15	63.6
16	54.2
17	55.1
18	55.4
19	54.3

Railroad Noise

The railroad track is straight (tangent) bolted track of tie-and-ballast construction. The ballast is rock aggregate. The three tracks and one siding are at the same elevation as the property. In the passage of a train the usual components of the noise are those arising from the propulsion system and the wheel-rail interaction. The passage of the railroad cars usually registers up to as much as 8 dBA below the locomotive maximum. In the present case however, due to the railroad crossings in the neighborhood, the operation of the trains' warning whistle is also a significant source. Four different railroad operations were monitored

i) A slow moving freight train produced a reading of L_{eq} = 83.3 dBA over a 4½ minute period. The maximum reading was 106 dBA due to the whistle. The location of the measurement coincided with that of the proposed Meeting Room Patio area. No. 16 on the plan.

ii) An Amtrack passenger train registered L_{eq} 81.6 dBA with whistle maximum 108 dBA over 1 minute period. The measurements taken at location No. 18 on the plan.

iii) An Amtrack passenger train registered L_{eq} = 84.2 dBA, over 1 minute period at location No. 20 the site of the proposed outdoor dining area.

iv) A <u>single</u> car railroad inspection unit registered L_{eq} = 74.6 dBA, over 1½ minute period. This high reading which was taken at location No. 19, arose from the prolonged use of the warning whistle as it passed in the area of the Santa Barbara Street crossing.

A comparision of these four L_{eq} values with the entries in Table No. 1 shows the predominance of intermittent railroad activities over the other sources of ambient noise. During the observation times no activity took place on any of the railroad spurs or on the siding.

Non-Railroad Noise

The general ambient noise, omitting the railroad component, arises from automobile and truck traffic on Cabrillo Boulevard, Santa Barbara Street, Yanonoli Street and U.S. Highway 101. In additon a small contribution comes from traffic associated directly with the businesses currently in operation on the site. The proposed development would be shielded for the most part by the existing buildings between it and Highway 101. In fact the influence of that noise source is of significance only on the northwest where there is no such protection available. Measurement location No. 13 on the map registered a prevailing 50-54 dBA for steadily moving traffic on Highway 101 with accelerating trucks in the range 55-65 dBA.

The proposed extension of Garden and Yanonali Streets and the closure of Santa Barbara Street would effect a major change in the recorded L_{eq} values only if they generate large volumes of traffic. Even in that eventuality it is not likely that the currently prevaling Day-Night levels would be seriously affected because of the disparity between the noise levels originating from railroad operations and street traffic.

DAY-NIGHT SOUND LEVELS

The Day-Night Average Sound Level L_{dn} is defined to be the A-weighted Sound Level, time-average over twenty-four hours, the levels between 10 pm and 7 am being increased above their actual values by 10 dBA. Four Amtrack passenger trains pass through Santa Barbara each day two of them in the 10pm to 7am period. Additonally several freight trains, possibly as many as fifteen[2], pass through per day. On the basis of this information one can

2 No specific information on total number of freight trains, times of passage or other railroad operations is available from Southern Pacific Railroad, Santa Barbara.

calculate estimates of the L_{dn} at points in the southeastern sector of the site. It is found that a representative value[3] throughout the area between the proposed structures and the railroad right-of-way would be L_{dn} = 78 dBA. It should be noted that this estimate does not make allowance for potential operations on the two railroad spurs which are to remain on the property.

Day-Night levels arising from street and highway traffic are estimated to be considerably less than those due to the railroad. Representative values are determined to be 50 dBA and less in the region represented by locations Nos. 8, 9, 10, 11; 53 dBA in the region represented by locations Nos. 1, 2, 3; 57 dBA in the region represented by locations No. 4, 5, 6, 7; 58-60 dBA in the area exposed to noise from U.S. Highway 101 i.e. in the neighborhood of locaton No. 13.

SUMMARY

It is clear that Noise Reduction strategies will need to be adopted to achieve both the Recommended Maximum Interior Exposure L_{dn} 45 dBA and the Normally Acceptable Exterior Noise Exposure L_{dn} 65 dBA as described in the City of Santa Barbara, General Plan, Noise Element. The interior requirement demands a reduction of approximately 33 dBA particulary in the southeast elevations of the buildings. Such a reduction is attainable by carefully planning the orientation and configuration of doors and windows and the choice of construction methods, materials, insulation etc. The requirement for outdoor areas - balconies, patios and dining facilities - is considerably more demanding acoustically. To provide a 10 to 15 dBA noise reduction in these

3 This estimate is based upon the assumption that 5 freight trains pass during the daytime and 10 during the nighttime hours.

areas while leaving them open to the outdoors will be difficult. Detailed considerations of these questions is of course not possible at this stage of the project's development.

Signed: Thomas P Mitchell
Thomas P. Mitchell
November 24, 1982

APPENDIX G
COMMENTS RECEIVED AND RESPONSES TO COMMENTS

Format

A number of pertinent questions and comments[1] regarding the information and analyses contained in the Draft EIR were received during the public review of this document. Responses to comments fall into two basic categories: (1) those which resulted in a minor change in the text and (2) those which required a revised or additional discussion. Some of the comments received during the public review period of this project have been responede to in the following appendix; others, where appropriate, have been integrated into the text of this report.

Persons, Organizations and Public Agencies Commenting on the Final EIR[2]

A. Edwin A. Lenvik, Architect

B. R.W. Puddicombe, City of Santa Barbara Public Works Department.

C. Robert L. Faris, Traffic Engineer. Associated Transportation Engineers.

D. John W. Helmer, Environmental Analyst, City of Santa Barbara

E. A.L. Faoro, Fire Chief, City of Santa Barbara

F. Citizens Planning Association Land Use Committee. (February 22, 1983)

G. Richard A. Stromme, Citizen

H. William L. Oliver, Principal Railroad Operations and Safety Branch. Transportation Division

I. Charles E. Brands, Deputy Director for Projects Coordination State of California. Office of Planning and Research

J. Gary Ruggerone, State of California, Department of Transportation, District 05

K. Ron Bass. Director, State Clearinghouse

L. Kenneth R. Jones, Executive Officer, State Clearinghouse

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[1] In accordance with Section 15146 of CEQA, only those comments relating to the completeness and accuracy of the EIR have been addressed.

[2] Sequence is according to the date upon which the comment was received by the City Planning Division.

M. John W. Helmer, Environmental Analyst, City of Santa Barbara

N. Fred Eissler, Member, Scenic Shoreline Preservation Conference, Inc.

LENVIK & MINOR
architects
4 East Yanonali Street, Santa Barbara, Ca. 93101
(805) 963-3357

February 10, 1983

Environmental Review Committee
City of Santa Barbara
P.O. Drawer P-P
Santa Barbara, CA 93102

Re: Draft EIR SB-79-82
Cabrillo Plaza Specific Plan

Dear Committee Members:

The following comments are a result of our review of the draft EIR for Cabrillo Plaza. We hope the comments are found to be appropriate and that they will ultimately lead to a more accurate document.

Page ix, Summary Table IIA, Traffic and Circulation

The "Inadequate ingress/egress..." impact relates to the report writer's analysis of the "Exhibit Plan" which was submitted as a clarification and supplement to the "Specific Plan." That detailed site analysis should be reserved until a more detailed Development Plan is submitted to the City for review and approval.

Comment is acknowledged. However, it was the agreed upon task of the EIR to assess the Development Plan/Exhibit Plan as a worst-case situation to minimize subsequent environmental review.

Page ix, Summary Table IIC, Water Supply

We do not find anywhere in the body of the text of the Water Supply section any mention made of a "reduced project scale" being suggested as a mitigation to the potential of the project exceeding the 2.0 AFY/acre threshold used by the City. We request that the

Comment is acknowledged; see revised text.

A California Corporation

mentioning of a reduced project scale be removed from this summary table.

Page ix, Summary Table IID, Fire Protection

The potential access problem due to barrier effect of existing U.S. 101 is an area wide problem and not a site specific problem. The proposed "Specific Plan" and the subsequent Development Plan project are not creating any access problem or even exacerbating the existing problem. Placing the mitigation measure of extending Yanonali Street to Salsipuedes Street solely on this project is not justified.

Comment is acknowledged; no response necessary.

Page 4, Project Description, Approval Sought

It should be noted that the applicant has filed for Tentative Map approval on the subdivision of the site to accomplish the creation of the individual lots created by the street pattern proposed. The Tentative Map is part of the "Specific Plan."

This is new information and has been incorporated into the text of the Final EIR.

Page 7, Components of Plan, footnote #4

The Fire Department and report writer have misconstrued the intent of the proposed meeting rooms and ignored the project description submitted. The Fire Department is correct in establishing a worst case density of 1 person per 7 s.f. of meeting room area. However, we would like to point out that our project description intended to refer to the gross areas devoted to each use. The meeting room facilities would logically include, in addition to the meeting rooms themselves, such things as restrooms, entry foyers, warming kitchen, storage space, etc. which would consume a significant percentage of the projects approximately 5000 s.f. area allocated to the meeting room function. If a worse case number is to be used we would suggest that 50% of the approximate 5000 s.f. be assumed to be meeting rooms proper, accomodating a maximum of 350 persons. It is not the intention of the applicant to provide meeting rooms to accomodate 714 persons. An example of the inconsistency in the assumption the EIR has made is that in the Park Plaza Hotel, we have been told the conference center facilities are approximately 37,000 s.f. and accomodate 1000 persons.

Comment is acknowledged; see revised text.

We would request that this correction to the EIR be made here as well as elsewhere in the document.

Page 11, Table 11, Cumulative Project List

We feel that the Cabrillo Plaza Specific Plan development should be included in the Cumulative Project list in the same manner as the "Railroad Station" hotel complex is at 209 State Street.

Comment is acknowledged; see revised text.

Page 12, Project Description, Grading and Other Improvements

As shown on the proposed "Specific Plan" the range of raising of the existing ground elevations will be between 1 1/2 and 6 feet above present elevations, not 1 1/2 and 2 feet. Anticipated import yardage is estimated at approximately 16,000 c.y. not 17,000 c.y.

Comment is acknowledged; see revised text.

Page 33, Environmental Impacts and Mitigation, Trip Generation (Deficiency Points)

The report writer at the direction of the Public Works Department, makes the worst case assumption that the Hotel is 80% occupied, all conference facility users come from outside of the study area, and no trip overlap between restaurant and hotel uses occurs. We would request that the analysis of deficiency points be made using the same assumptions that have been made for the parking requirements for the facility. You will note on page 87, appendix Table B, "City Ordinance Parking Requirements," that the assumption has been made that 2/3 of the conference goers are staying at the hotel. That assumption is realistic and should be applied to the deficiency point analysis as well.

We would also request that the occupancy of the conference room be reduced to a worst case assumption of 350 persons as previously described in this letter. We would request that the trip generation numbers be revised based on these more accurate conditions, and that the deficiency points for this Specific Plan project be calculated accordingly.

Comment is acknowledged; see revised text.

Page 33, Environmental Impacts and Mitigations, Trip Generation (Deficiency Points)

In reviewing the trip generations and the calculations of the deficiency points we do not see any credit being given to the project due to the proposed construction of Garden Street and Yanonali Street. At the original hearing of the Environmental Review Committee, the Committee requested that consideration be given to positive points for this project. It was, and is felt that the addition of these streets as well as the future connection of Yanonali Street to Salsipuedes Street could result in positive points being allocated to the project. This analysis should be addressed in the draft EIR.

Comment is acknowledged; see revised text.

In the Local Coastal Plan, Phase III implementation program of the Waterfront Area Transportation Study, Guidelines Deficiency Point System, there were provisions made for an "increase in available points". That report indicated that ". . . as certain improvements occur, they may result in increased levels of service which would increase the number of available points. We feel that the Cabrillo Plaza project through its contribution to the future road system should be given some deficiency point credits.

Page 34, Table 6, Trip Generation Rates, footnote A

We request that the number of persons using the conference room be corrected and made more accurate as previously outlined in this letter. We also feel that the trip generation rates should be based on vehicle occupancy of 4 persons per vehicle and not 3 persons per vehicle as indicated in Table 6. The Santa Barbara City Parking Ordinance Section 28.90.100 "9E" indicates that ". . . Churches, Theaters, Auditoriums, . . . and similar places of assembly: 1 parking space shall be provided for each 4 seats provided in such building." We feel the analysis in the draft EIR should be consistent with the City's current Parking Ordinance.

Comment is acknowledged; see revised text.

Page 34, Table 7, Trip Generation

We would request that the conference/meeting rooms have the population of 350 persons-worst case as previously requested in this letter. We would also request that the analysis be based on the assumption that only 1/3 of the conference/meeting room users are from outside the motor hotel. This assumption is used elsewhere in the report

Comment is acknowledged; see revised text.

and should be used for consistency.

Since the Trip Generation Rates used are from WATS descriptors that deal only with conference room floor areas and not people count we would specifically request that the useable floor area be reduced to reflect a worst case occupant load of 350 people (i.e. 2450 s.f. net floor area). Using the meeting room descriptor of 95.0/ksf and the related peak hour descriptor, the daily trip ends for meeting rooms would be 233 not 475 and peak AM/PM trip ends would be 59 not 120. This difference equates to approximately 1 deficiency point and is critical to be accurate.

Comment is acknowledged; see revised text.

Page 34, Table 7, Trip Generation (Deficiency Points)

It does not appear that the existing uses on-site and their related trip generation were deducted from the Average Daily Trip-Ends calculation. That deduction should be made and the Deficiency Points Assigned to the "Specific Plan" reduced accordingly.

Comment is acknowledged; see revised text.

Page 35, Environmental Impacts and Mitigations, The Extension of Yanonali Street . . .

We would hope that more of an indepth discussion of the traffic benefits to be realized to the beach area by the extension of Yanonali Street from Garden Street to Salsipuedes Street would be addressed. The report writer only indicates that this Yanonali Street extension would create an ultimate east-west corridor. It is our opinion that prior to construction of the SGRN freeway plan as well as during the actual construction, this east-west connection of Yanonali Street to Salsipuedes Street will provide a major alternate access from the beach area to the northeast part of town. Also, as indicated elsewhere in this report, this connection would provide improved access for fire protection purposes to the east beach area. If the report writer cannot quantify the possible bonus points to be realized by this extension of Yanonali Street and the construction of the other new streets in the project area, he could at least identify the possibility of those bonus points occurring and let others decide the amount.

Comment is acknowledged; see revised text.

Page 40, Environmental Impacts and Mitigations, Parking

We feel that the use of the WATS report and its suggested parking standards is inappropriate. The WATS report was completed in May 1979 and the most recent revision to the City Parking Ordinance was September 1980. Previous decisions by the planning staff on larger projects in the downtown area have been to use the City Parking Ordinance in lieu of other standards or recommendations in environmental impact reports. The WATS report recommends certain parking rates; the City Parking Ordinance requires certain parking rates.

Comment is acknowledged; see revised text.

The demand estimates that we proposed in our application we feel are very accurate and reasonable. Those rates are based on the City Parking Ordinance with collective use of certain functions in the hotel reducing the required number of parking spaces.

In particular, we feel that the WATS recommended parking rate for the restaurant on Area B is excessive. That 325 seat restaurant and lounge would require 260 parking spaces by the WATS calculations (0.8 cars/occupant) while the more realistic City Parking Ordinance would require 108 parking spaces (1 car/3 seats). In this case, the City's requirement is a proven, acceptable standard which should be used.

We feel that the parking provided in the "Specific Plan" is more than adequate for the uses proposed and we do not agree that there is a parking deficit of 162 spaces created by our project.

Page 86, Appendix, Table A, WATS Parking Requirements

If the WATS Recommended Parking Generation Rate table is left in the report, we would request that the number of people using the meeting rooms be revised to the numbers previously mentioned in this letter (350, worst case) rather than the 714 people currently used. We would also request that the number of employees at the Ocean Related Industrial site be reduced to the more realistic five to ten that is implied in the applicant's project description.

Comment is acknowledged; see revised text.

Page 87, Appendix, Table B, City Parking Requirements

We would request that the analysis of the parking needs for the "Specific Plan" based on the City's Parking Ordinance be revised to be made more accurate. We would request that the number of people using the meeting rooms be revised to the numbers previously mentioned in this letter (350, worst case) rather than the 714 people currently used. That worst case analysis uses the assumption that 2/3 meeting goers are at the motel and 1/3 arrive by auto.

350 people x 1/3 = 117 meeting goers from outside.

The City Parking Ordinance, section 28.90.100 (9)(e), pg. 549, states that for ". . . auditoriums and similar places of assembly. . . ," 1 parking space/4 seats.

117 meeting goers/4 = 30 parking spaces required.

The report writer appears to have neglected to use that ratio of 1 car/4 users in his analysis of meeting room parking requirements. Based on that correction, Table B's total parking required would be 458 parking spaces.

The project description indicates that 485 parking spaces are the minimum proposed to meet the "Specific Plan" demands and 516 parking spaces are suggested in the "Exhibit Plan." Both exceed the City Parking Ordinance as properly applied to the report writers appendix Table B.

Comment is acknowledged; see revised text.

Page 40, Table 10 - Recommended Parking Rates

We believe the WATS Rate Descriptor for the boat yard should be 0.3 per employee. This would be consistent with the parking requirements in appendix Table A "Watts Parking Requirements," page 86.

Comment is acknowledged; no response necessary.

Page 41 and 44, Access and On-Site Circulation

The report writer has elected to analyze our "Exhibit Plan" from the standpoint of access to the hotel site, driveway turning movements, access to the underground parking garage, etc. Mitigations to those identified potential access and on-site circulation problems are offered on page 44. It is important to note that the environmental impact report and the application that we have with the city is for "Specific Plan" approval. The "Exhibit Plan" has been submitted to give the Environmental Review Committee, Planning Commission and City Council a better understanding of what the ultimate goals

This analysis was provided so as to minimize subsequent environmental review requirements and evaluate the worst-case situation as required by CEQA.

of the applicant are. While we appreciate the comments of the environmental impact report writer on access and on-site circulation, it is important to note that those identified impacts and suggested mitigations are directed to the "Exhibit Plan" which is not being reviewed by the city and may not be the ultimate form or design of the final development which will be submitted to the City at the time of the Development Plan application.

Page 46, Air Quality

In paragraph two, the report writer indicates that ". . . Vehicles are the source of approximately 70% to 95% of pollutant emissions." They continue to expand upon that statement in the balance of the paragraph. While we do not have any specific source to refer to, we believe we have heard statements made that the oil drilling, transfer, processing, etc., that takes place in the Santa Barbara channel contributes a significant portion of the pollutants in the South Coast Air Basin. If that is the case, we would request that this report place the responsibility for the air quality problems at the proper source for the benefit of future users of this report.

Comment is acknowledged; no response necessary.

In the second paragraph, page 47, the report writer indicates that the City is using the County Office of Air Quality Planning standards for threshold limits for sources of THC and NOX. The threshold that is used is five pounds per peak hour. This threshold gives no consideration to the amount of site area upon which the project is located. As has been pointed out in other environmental impact reports and planning staff reports, this method allows numerous small projects on small lots which do not by themselves exceed the threshold to be approved with no finding of significant adverse impact. A large project that is developed on a large site, however, may actually generate less pollutants than the small combined projects but because the larger project itself surpasses the threshold, an unavoidable impact has been determined to occur. We would request that the report writer or the City itself establish some relationship between the peak hour threshold and the amount of land on which the project is to be developed.

Comment is acknowledged; no response necessary.

While we know very little about the air quality problems in the South Coast, we have been lead to believe that the

Air Quality Attainment Plan (AQAP) has developed strategies to achieve certain air quality standards by certain future dates in order to protect human health and welfare, etc. We also understand that the AQAP provides for the attainment of those air quality standards with provisions for population and emissions growth. A fair analysis of this project would be to determine whether or not the project fits within the allowed growth increment for its year of completion as provided for by the AQAP. Projects having emissions consistent with the growth permitted should not be labeled as having significant unavoidable impacts.

It has consistently been the position of the City that auto trips and resultant vehicle miles traveled be evaluated in the manner specified by the Master Environmental Assessment. The analysis within the text of the Draft EIR is consistent with the MEA.

On page 47, the report writer indicates that the project would generate approximately 4,012 average annual daily trip ends (AADTE). He uses that figure to generate his automobile emission rates. A more appropriate analysis would be to use AADTE that would be <u>new</u> to the south coast, i.e., deduct existing auto trips and auto trips from employees that are currently living and working in the south coast area. We would request that the vehicle emission rates only deal with new trips to the south coast from outside our air basin.

<u>Page 53, Water Supply Consideration, Project Impacts</u>

Under project impacts section, the report writer indicates that the "Specific Plan" would demand 5.35 AFY/acre. The correct number per Table 13 is 3.88 AFY/acre. This is based on the fact that the "Specific Plan" request was to have the Cabrillo Industrial Park project included in the total water analysis.

Comment is acknowledged; no response necessary.

<u>Page 54, Water Supply Considerations, Mitigation Measures</u>

Since the application before the city is for "Specific Plan" approval, we would suggest that the mitigation measures offered to reduce water consumption be more general in nature than presently proposed. Until such time as a development plan is submitted, we feel it is premature to discuss the possiblity of using vacuum toilets, reduce flow water fixtures, or other specific kinds of equipment. We would concur that the following mitigation measures are general in their description but they are also more appropriate to the "Specific Plan".

*Incorporate water conservation plumbing fixtures and

Comment is acknowledged; see revised text.

restaurant kitchen equipment into the design of future buildings.

*Landscape with native, drought tolerant vegetation to reduce water consumption.

*Participate in City sponsored area-wide treatment and distribution facility of reclaimed water for landscape purposes.

*Submit as part of Development Plan application detailed water analysis and a water conservation plan for each area of the approved "Specific Plan".

We do not feel that the mitigation measure which recommends using recycled grey water or on-site cisterns is economically feasible or appropriate to this use. We feel that some type of use of reclaimed water from the sewage treatment plant for landscape purposes is a much more appropriate, economical and safe system.

Page 57, Other Public Services, Fire Protection

Under Project Impacts, we find it difficult to believe the report writer's statement that ". . . A significant fire on site would require a major commitment of City Fire Department personnel and equipment." The community has been lead to believe through the statements made by the Fire Department the last several years that the inclusion of fire sprinkler systems in buildings has greatly reduced or eliminated the chances for large fires. This building will have an internal fire sprinkler system in all areas and should be one of the more fire safe buildings in the community. There should be very little impact on the ability of the Fire Department to provide fire supression to the community as a result of Cabrillo Plaza buildings being constructed.

Comment is acknowledged; no response necessary.

Page 58, Other Services, Fire Protection

In the second paragraph, the report writer indicates that ". . . Until such improvements do occur (construction of Garden Street underpass and Yanonali Street to Salsipuedes Street), fire access difficulties would pose significant adverse impacts relative to adequate response times for the Fire Department." We believe that this statement should be clarified to reflect the fact that the Fire Department's access problems are area-wide south of Highway 101 and the impacts caused by the development of this project are only cumulative or incremental impacts

Comment is acknowledged; see revised text.

associated and in conjunction with all other existing and proposed developments in the area. The Cabrillo Plaza development in and of itself does not create any greater response time problem for the Fire Department than they may already have.

Also with the construction of Yanonali Street through to Salsipuedes Street there may not be a need to construct a new fire station.

Page 64, Growth Inducement

The impact report writer indicates that they are using the Regional Growth Impact Study (RGIS) to make assumptions regarding housing demand caused by new employees to the area. While I do not believe the RGIS report is relevant to the visitor-serving uses proposed, I feel that it is important to use the correct numbers from the RGIS report if it is the intention of the report writer to use that document as a basis for determining new housing demand.

The Regional Growth Impact Study, Table 3.11, "Summary of Regional Emrloyment Transitions," identifies craftsmen, operatives, laborers and service workers as contributing 7% new employees (net change) to the south coast, not the 25% used by the report writer. On that basis, 7% of the 145 full-time equivalent positions would bring in 11 new service workers from outside the south coast area. Using the RGIS factor of 1.4 workers per new household, that would create a demand for a total of 7 new housing units in the south coast area not 23 as indicated in the EIR.

The relevance of the above numbers or the report writer's numbers is probably a mute point since the housing impacts are fully mitigated by the project's location within the city redevelopment area.

Page 64, Growth Inducement

The report writer indicates that the hotel transient occupancy taxes is based on 70% occupancy. Elsewhere in the EIR, the report writer has used 80% occupancy for other calculations. To be consistent, 80% should be used in this case as well.

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Comment is acknowledged; see revised text.

Comment is acknowledged; see revised text.

Since I wrote this letter we have become aware of the possibility of some concerns on the part of the City Transportation Staff with the analysis of the Traffic section of the EIR. With that question raised we have taken it upon ourselves to retain the services of Associated Transportation Engineers, Mr. Robert Faris. It is possible that his review of the EIR Traffic Section may generate additional comments or he may correct my comments. We will make the information from his review available to the ERC when available.

We trust that the above information will be helpful in completing the environmental impact report.

Sincerely,

LENVIK & MINOR ARCHITECTS

Edwin A. Lenvik

EAL/cjc
cc: T. Fischer
W. Wright
R. Faris

Comment is acknowledged; no response necessary.

CITY OF SANTA BARBARA

DATE: February 14, 1983

TO: John Helmer, Environmental Analyst

FROM: Director

SUBJECT: CABRILLO PLAZA SPECIFIC PLAN, DRAFT EIR

We have completed our review of the subject Draft EIR and are less than satisfied with the depth and quality of the traffic analysis contained in the report. We have developed general comments regarding the following areas:

WATS Deficiency Point Calculation
Trip Generation
Trip Distribution
Capacity Calculations
Parking

WATS POINTS:

We request that calculations of WATS deficiency points be removed from the report for the following reasons:

Public Works staff is presently refining the WATS deficiency point calculation procedure. This refinement, and possible new guidelines, will not have been presented to the Planning Commission, the City Council and Coastal Commission staff prior to the certification of this EIR.

Since WATS points are in fact determined by the Planning Commission, it would be sufficient to include appropriate trip generation information in the EIR to assist the Transportation Engineer in calculating the WATS points for the Planning Commission's concurrence.

Comment is acknowledged; see revised text.

TRIP GENERATION:

Waterfront area traffic is at its peak during the summer on Sunday afternoons. This is documented amply in the WATS study, the Park Plaza EIR, the Stearns Wharf EIR and the Local Coastal Plan. As such, this is the period which should be analyzed for trip generation and traffic impacts. The Draft EIR does not base trip generation on Sunday afternoons, therefore, the Draft EIR is inconsistent with a worst case analysis and previously published sources. It should be noted, however, that information regarding daily and weekday peak hour trips should be retained in the report.

Comment is acknowledged; see revised text.

A second shortcoming with the trip generation analysis is that the analysis is based on gross vehicle trips. The impact of the specific plan should be assessed on net trip generation. The Sunday peak hour impacts of the existing land use should be credited against the Sunday peak generation of the proposed land uses.

TRIP DISTRIBUTION:

We are skeptical as to the accuracy of the information regarding trip distribution. This is particularly true for traffic in the immediate vicinity of the project site. Unless we are mistaken, the conclusions presented in Figures 11 and 12, on page 36, reflect a linear shift in traffic from Anacapa/Santa Barbara to Garden when the freeway plan SGRN is completed. This is the only change indicated (with exception of the 2.5% traffic flow on State Street which is missing from Figure 11). On the following page, however, we are presented a host of volume projections which indicate substantial changes in traffic flow. Finally, the report contains Table 8, a traffic volume summary which does not correlate with either of the previous pages. To complicate matters, an extrapolation of the data in Appendix C, Page 83, results in our conclusion that a fourth set of distribution data must have been used to calculate level of service.

Comment is acknowledged; see revised text.

Clearly, some assumptions must have been made on the part of the report preparers which should be defined. Some examples are as follows: 1) Do the Figures and Tables include redirected trips as well as new trips? 2) Does one set of calculation results reflect only redirected trips and another set trip generation? We are unable to ascertain the answers from the information presented. A study of the Traffic, Circulation, and Parking Study, prepared for this report, only serves to complicate the situation with yet a fifth set of distribution volumes on pages 15 and 16 of that report.

CAPACITY CALCULATIONS:

Obviously, if the Trip Generation and Trip Distribution calculations are not accurate, one cannot place much credence in the capacity calculation results which are dependent on distribution and generation.

Comment is acknowledged; see revised text.

Any revision to this document which includes capacity calculations should indicate whether the calculations include diversion, new trips, regional growth, or some combination of all of the above.

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PARKING:

The report utilizes the WATS recommended parking rates as the basis for an evaluation of the parking proposed to be provided by the specific plan. The conclusion that the difference between the proposed parking and the recommended parking rates constitutes a significant environmental impact is not based on any evidence of fact.

The fact that a development does not meet City standards or the standards accepted by the consultants who prepared WATS does not necessarily imply that an environmental constraint has been broached.

Certainly it is our position that the developer will have to meet code requirements, but, we do not and have never, accepted the position that failure to meet Code requirements constitutes a significant environmental impact.

The inadequacy of the traffic analysis does not allow us to engage in an indepth review of the report. Until the report is revised to reflect a consistent and accurate base of data, we will limit our comments to those of a general nature, as presented above.

R. W. Puddicombe

PS/SJM/DHJ:lm

I18

Comment is acknowledged; see revised text.

ASSOCIATED TRANSPORTATION ENGINEERS
55 So. La Cumbre Road ▪ Santa Barbara, CA 93105 ▪ 805/967/5056

Maynard Keith Franklin, P.E.
Robert L. Fans, P.E.
Peter J. Clark, P.E.

February 17, 1983

William D. Wright
Wright & Company
15 East Carrillo Street
Santa Barbara, CA 93101

REVIEW OF TRAFFIC AND CIRCULATION SECTION OF CABRILLO PLAZA SPECIFIC PLAN DRAFT EIR (ATE #8314)

As you requested, we have reviewed the Traffic and Circulation section of the Draft EIR for the Cabrillo Plaza Project. Some of the comments which follow pertain specifically to your project, while others are made to improve the correctness and completeness of the report in general.

Page ix, IIA and IID:

In our opinion, the design of entrances, exits and left-turn storage lanes is not a significant environmental impact. These types of design features are normally worked out during the design and review processes.

The effect of the freeway on fire department response time currently exists for all existing and proposed developments in the Waterfront area. The extension of Yanonali Street to Salsipuedes Street is not a reasonable mitigation measure to be required of a development of this size.

Page 29, Traffic Volumes:

Since traffic fluctuations in the Waterfront area are substantial, the report should include a discussion of weekday, weekend and seasonal traffic variations. Are the volumes shown on Figure 7 AADT? Figures showing typical summer weekday and weekend traffic volumes should be included. Also, peak hour volumes should be included.

The report should include an explanation of when counts were taken, how they were adjusted and how they relate to WATS data, City traffic flow map data, Caltrans control station data, and other base count data in the area.

Pages 29-31, Future Conditions:

Figure 6 also shows Yanonali Street being extended to join Montecito Street near Castillo Street, and a new street being constructed on the railroad right-of-way from Mason Street near Anacapa Street to Milpas Street. In addition to the discussion contained in Section IV, Section V should include a discussion of the importance of routes paralleling Cabrillo Boulevard and

The entire Traffic and Circulation section of the report has been rewritten to respond to these and other comments.

the further importance of the Yanonali Street extension if the railroad is not relocated. Also, a discussion of the benefits of the Salsipuedes Street extension should be included.

The same comments which were made about Figure 7 apply to Figures 9 and 10. Also, a discussion should be included regarding the assumptions made in re-distributing existing traffic volumes from Figure 7 to Figure 9, and from Figure 9 to Figure 10.

Pages 31-33, Project Related Traffic and Circulation Impacts:

The City staff is currently revising the WATS deficiency point system and is recommending that discussions in the EIR regarding deficiency points be deleted. We agree with you that some credit should be given to projects which make substantial contributions to completing the future street system in the Waterfront area. Unfortunately, the current WATS system is based on how much surplus capacity is used by any given project at five critical Waterfront area intersections. It does not provide "bonus points" for street improvements made by any project unless the improvements are being made at the critical intersection or intersections which are controlling deficiency point calculation for the project. Hopefully, the City's method of calculating deficiency points will consider major street improvements and their potential for improving overall circulation in the Waterfront area.

Your project, for example, would provide substantial lengths of Garden Street and Yanonali Street. Both of these streets are very important parts of the SCRN freeway project and the LCP Circulation Element. The Garden Street underpass would replace the Anacapa Street and Santa Barbara Street at-grade crossings of Highway 101 and would increase cross-freeway street capacity substantially. Likewise, the Yanonali Street extension would serve as an access to developing adjacent properties and provide the only east-west alternative to Cabrillo Boulevard if the railroad is not relocated. If railroad relocation does not occur, the City should give serious consideration to finding a way to make Yanonali Street a major collector street between Castillo Street and Milpas Street.

Page 33-34, Trip Generation:

The worst case condition used in analyzing trip generation is a reasonable one; however, it may not be a common occurance and the report should include a discussion about how often the worst case is expected to occur, including hotel occupancy variations, group vs. transient business, meeting room use, what the normal hotel operating mode would be, and the probable impact on peak- and off-peak street traffic volumes of different operating modes.

Table 6 should be expanded to include both weekday and weekend trip generation rates and trip ends for all proposed project elements. Motor hotels typically

generate about 10 weekday trip ends per occupied unit. According to Caltrans hotel/motel information, traffic volumes decrease an average of 14 percent on Saturday and 25 percent on Sunday. Also, the ITE Manual lists weekend rates for hotels and motels in the range of 8 to 9 trip ends per occupied room. Since the proposed project is located in a recreational area, we recommend that 10.5 daily trip ends per occupied unit (ITE Manual) be used for both weekday and weekend trip generation calculations.

Since the meeting rooms are being designed for a capacity of 350 persons, this figure should be used for the trip generation calculations. Assuming 85 percent of the meeting participants arrive by auto at a 2.0 people per vehicle occupancy rate, the daily meeting room trip generation would be 298 trip ends. Of this total, 149 would be morning arrival trips and 149 would be evening departure trips. These arrival and departure trips would probably coincide with the peak street traffic periods on weekdays but not on weekends.

Since the restaurant proposed will not be a high-turnover-sit-down type as assumed in the EIR, the trip generation rate should be reduced. The best trip generation data source available for quality restaurants is Caltrans Progress Report 14. This source should be used to determine appropriate trip generation rates. Reduction of this data produces the following average rates.

	Weekday	Saturday	Sunday
Trip Ends/1000 s.f.	95.5	93.5	76.1
Trip Ends/Seats	2.73	2.67	2.17

We recommend that the trip ends/seat factor be used. It should be applied to the total 325 seats proposed in the restaurant, dining room and lounge.

We have no data on trip generation rates for boat storage yards. The daily rate used in the EIR seems about right but the peak hour rates seem too high (80 percent of total trips) and would suggest more employee trips than will probably occur. We recommend that the trip generation rate used for the boat storage yard for both weekdays and weekends be 50 trip ends per day per acre and that the p.m. peak hour rate be 20 percent of the daily rate.

Based on the generation rates recommended above, weekday and weekend daily and peak hour trip generation from the Cabrillo Plaza Project would be as follows:

Project Element	Weekday Trip Ends		Weekend Trip Ends	
	Daily	PM Peak Hour	Daily	PM Peak Hour
Motor Hotel (200 occupied rooms)	2100 10.5/room	146 0.73/room	2100 10.5/room	146 0.73/room
Meeting Rooms (350 seats)	298	149	298	0
Restaurant (325 seats)	887 2.73/seat	98 0.30/seat	868(738)* 2.67/seat	104(89)* 0.32/seat
Boat Storage Yard (1.084 acres)	55 50.0/acre	6 20% of daily	54 50.0/acre	6 20% of daily
Total Trip Ends	3340	399	3320	256
Total Adjusted Trip Ends*	3340	399	3190	241

*15% multipurpose trip adjustment factor (WATS) applied to restaurant weekend trips

To determine net project trip generation, the total daily and peak hour trip ends generated from existing businesses (Table 2) which will be removed from the project site should be subtracted from the adjusted trip totals.

Pages 35-37, Trip Generation (continued):

The project trip distribution should be explained in greater detail. Also, the distribution percentages shown in Figures 11 and 12 appear to be different from those recommended in WATS Table VI-4. This difference should be explained or the percentages revised to conform to WATS. The same comments made about Figure 7 apply to Figure 13 and 14.

As mentioned previously, the importance of the Salsipuedes Street extension as an east/west collector street and alternative route to Cabrillo Boulevard should be discussed.

Pages 40 and 41, Access and On-Site Circulation:

Two driveways on Garden Street would be desirable but may not be necessary. Assuming 120 total left-turning movements entering and exiting the driveway during the peak period and a two-way volume of 3700 vehicles per day on Garden Street, it does not appear that two driveways are required. The problems of how many driveways are needed, parking garage access and vehicle circulation and stacking at the entrance should be studied further.

Pages 41-43, Cumulative Impacts:

The discussion of cumulative impacts presented in the EIR is of little use since it does not distribute the cumulative trips throughout the Waterfront area and determine the impacts of these trips on individual intersections. Listing cumulative increases in traffic of 13,200 daily and 700 peak hour trips only confuses the report reader since he or she has no way of knowing the impacts of these trips on Waterfront area streets.

If cumulative trips are not going to be distributed and analyzed, the report should include a discussion of the relationship of the cumulative trip totals to the WATS development scenario trips and to the projected impacts of the WATS trips on Waterfront area streets and intersections.

Please call me if you have any questions regarding this analysis.

Robert L. Faris

Robert L. Faris

RLF:qeh

CITY OF SANTA BARBARA

COMMUNITY DEVELOPMENT DEPT.
Redevelopment • Environmental Review
Planning • Zoning • Building • Housing

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P.O. DRAWER P-P
SANTA BARBARA, CA 93102
(805) 963-1663

February 17, 1983

Mrs. Elizabeth Woodward
Chairman
Environmental Review Committee
City of Santa Barbara
Santa Barbara, California 93101

Subject: Planning Staff Review of the Draft EIR for Cabrillo Plaza, SB-79-82

Dear Mrs. Woodward:

The Planning Staff has reviewed the subject document and offers the following comments:

1. The Project Description should be enlarged to describe the subdivision request which has been filed with the City. (See attached map).

2. Page 5, Table 1. Footnote 2 under Area C appears to be a mistake, Footnote 3 would be more clear if it read, "Th ultimate parking requirement... will be determined at a later date.

3. Page 31, paragraphs 1-3. The description of the circulation and traffic volume changes due to the SGRN freeway plan should be explained in more detail.

4. If the page with figures 13 and 14 were placed directly behind figures 9 and 10, it would be easier to compare the "before and after" situations.

5. Pages 33 and 34. The trip generation for the project does not give credit for existing trips. The 4012 "daily trip ends" should be defined. Are these the same as "average daily trips?"

6. Page 33 "Trip Generation. The last sentence of the first paragraph needs explanation. Does this refer to the total available points, or the total points used?

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All of the comments made in this correspondence have been responded to by revisions in the text of the EIR.

7. Page 33. Planning Staff understands that the Public Works Dept. gave direction to the traffic consultants regarding the assumptions for trip generation purposes. Due to the need for design capacity analysis and a worst case analysis, as well as for consistency in the review process, it is recommended that the following comments and suggestions be incorporated into the traffic analysis, subject to the review and approval of the Public Works Dept.:

   Trip generation analysis should be consistent with past City EIRs on hotels. The trip generation calculations for Park Plaza and the Carrillo Street Hotel Conference Center both assumed 100% hotel room occupancy and some conjunctive use of the conference facilities by outside persons and hotel guests. The trip generation for this waterfront hotel should be consistent with the Park Plaza EIR which assumed a weekday rate of 10.5 trips/occupied room and a weekend rate of 13 trips/occupied room. For the purpose of WATS analysis, the weekend trip generation rate should be used. In addition, the past hotel EIR's presented a "worst case analysis" which assumed 100% hotel room occupancy, use of the conference facility by the maximum number of persons allowed by Fire Code for a one day conference attended by local or out-of-town participants who do not stay at the hotel. The assumption that there is no trip overlap between the hotel and restaurant users seems unreasonable given the location of the project.

8. The WATS deficiency point system is currently being refined. Therefore, the number of points allocated for this project may change before the certification of this EIR. The completion of the WATS refinements is tentatively scheduled for March 1, 1983. Staff suggests that the new analysis be completed and included in the final EIR prior to certification.

9. Trip Distribution - The distribution of traffic shown on pages 36 and 37 do not seem to correlate. Table 8 on page 38 has some additional new numbers. Are these numbers based on different roadway or distribution assumptions? For comparative purposes, it seems that similar assumptions should be spelled out and used throughout the traffic analysis section.

   The trip distribution without the SGRN freeway should be based on the distribution that is used by the City Public Works Dept. for the determination of WATS impacts on sensitive intersections.

10. Additional Road Capacity - Does the addition of the new roads add to the capacity of the waterfront roadway system and thereby ease intersection constraints? The Short Term vs. Long Term section (pages 66-67) contains a brief but somewhat vague overview of the contribution to the roadway system.

11. Page 35, last paragraph - Is there a possible significant impact on the intersection of Anacapa and Cabrillo Blvd.? Should the monitoring of this intersection be a mitigation measure?

12. Table 8 should indicate that the letters in the V/C column represent "LOS." Perhaps an asterisk after the (B) and (C) for Garden Street would be less confusing.

13. Page 40. Table 10 should be retitled "Recommended Parking Rates."

14. Page 40, paragraph 1. The parking requirement for the Specific Plan should be based on Parking Ordinance requirements. The WATS parking rates can be discussed, but the project must meet ordinance standards. Is the potential for a parking deficit at the restaurant a significant impact? The parking discussion should include an analysis of the parking demands of the project.

15. Page 43. In order to be legally sufficient, a cumulative analysis must be done which includes all present and reasonable forseeable future projects. A list of such projects has been supplied to the consultants. This analysis should discuss impacts on the "pre" and "post" freeway street systems and clearly identify any significant adverse impacts which would occur.

16. Page 45. Right hand column - typographical error - "turn."

17. Page 50. The possible exceedence of exterior noise levels is identified as significantly adverse. This impact is not displayed in the Summary Table. The mitigation measure described in the Summary Table does not match the one described in the text. Please clarify which is correct.

18. Page 52, Footnote 7. This is not a projection but rather is the final 81-82 demand figure. Footnote 8 - This number should read "18,040" AFY. Table 12 - It should be noted that this total demand figure is current as of May 15 1982.

19. Page 53. The existing water demand should not be subtracted from the project's demand. The project's water demand impact should be based on gross water use. What source was used for the water demand calculations in Table 13?

20. Page 55. Will the mitigation measures presented on page 54 reduce the water use impacts to insignificant? The Summary Table mentions reducing the project size. That option is not discussed in the text.

21. Page 57. The text describes a significant impact to Police Personnel. This impact is not displayed in the Summary Table.

22. Page 61. Soil, seismic, liquefaction and groundwater are identified as potentially significant impacts. The Summary Table identifies these impacts as adverse but not significant.

23. Page 62, "Impacts Found to be Nonsignificant." Reference that the Initial Study is in Appendix A.

24. Page 69, Alternatives. The mitigated project alternative should include a reduction in intensity to a size which will mitigate air quality and water use impacts to an acceptable level.

Sincerely,

John W. Helmer by S.C.

John W. Helmer
Environmental Analyst

JWH/SI:lm

City of Santa Barbara

California

Fire Department
Fire Chief
A. L. Faoro

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121 West Carrillo Street
Santa Barbara, California 93101

Telephone
911 fire Only
965-5254 Business

February 22, 1983

Mr. John Helmer, Environmental Analyst
Community Development Department
1235 Chapala Street
Santa Barbara, California 93101

Subject: Cabrillo Plaza Hotel

Dear John:

During the preliminary planning review process our Department became aware that the proposed Cabrillo Plaza Hotel Project was not planning to remove the now existing railroad spur.

Under the present plan showing the railroad spur running through the Hotel complex we would have serious fire and life safety concerns. Unknown possible flammable liquids or hazardous materials would pass through the Hotel complex enroute to the nearby commercial manufacturing businesses.

If an incident were to occur while these materials were being transported through the Hotel complex it could place an increased demand on us to evacuate the Hotel at the same time as controlling the incident.

We would appreciate it if you would make our concerns known in this area along with those we have already expressed in the Draft Environmental Impact Report.

Yours truly,

A. L. Faoro, Fire Chief

ALF:lh

RECEIVED
FEB 22 1983
CITY PLANNING DEPARTMENT
SANTA BARBARA, CALIF.

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Comment is acknowledged; see revised text.

CITIZENS PLANNING ASSOCIATION OF SANTA BARBARA COUNTY, INC.

February 22, 1983

TO: Santa Barbara Environmental Review Committee

FROM: CPA Land Use Committee

RE: Cabrillo Plaza Specific Plan EIR

The CPA Land Use Committee is concerned about the scale of this project because:

1. Projected water use is more than double the 2 AFY per acre threshold established by the City for water supply planning. Even with proposed mitigation measures, the water demand would greatly exceed the 2 AFY per acre standard (EIR,p.55).

This impact should be identified as significant and unavoidable unless the project is scaled down. The EIR should warn decision makers that implementation of projects with water uses greater than 2 AFY per acre would result in a water deficit at the projected full buildout of the City (Safeway Supermarket EIR,p.80).

It should also be noted that City approval of Fess Parker's hotel-convention center project was conditioned on compliance with the 2 AFY per acre standard. The same standard should be applied to the Cabrillo Plaza Specific Plan.

Comment is acknowledged; see revised text.

2. The 4000 plus vehicle trips per day generated by this project would have a significant adverse impact on our air quality. The EIR should discuss a scaled-down alternative designed to:
a) prevent this significant adverse impact on air quality; and
b) restrict water demand to the 2 AFY per acre threshold established by the City.

Comment is acknowledged; see revised text.

3. The growth-inducing impacts of such intense development would worsen the City's housing shortage. We question the assumption that there are enough college students in the community to fully staff this hotel project.

Comment is acknowledged. Evaluation of economic issues is beyond the scope of the EIR.

The EIR discussion of growth and tax benefits is incomplete. It should show whether the project's property tax revenues to the City will pay for fire protection, police protection, water main extensions, and other services received.

CM

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SECTION Q: WRIGHT TURN, WRONG TRACK TO CABRILLO PLAZA

The destructive, anti-railroad proposal of Southern Pacific (SP), greedy "developers", and misguided "planners" to abandon and pave over Santa Barbara's ideally located team track, banish eleven or more industries, and construct a 715-seat conference center, 250-room motel, 250- and 325-seat restaurants, assorted shops, 516-space parking lots, and a tiny, one-acre ocean-oriented boat yard upon the 10.54-acre site north of the railroad main line between Santa Barbara Street and a fanciful Garden Street extension is NOT acceptable to Santa Barbarans, consumers, and railroaders.

City Hall and assorted "developers" have been conspiring with SP for over 25 years to terminate rail service to the community and eliminate the railroad from the City as a means to facilitate the redevelopment of the entire area between State and Milpas Streets with 10,000 hotel rooms and related tourist traps.

Santa Barbarans require efficient and convenient rail service before they need another motel, another conference, more restaurants (there already are over 300 available), more asphalt jungles, etc. catering to tourists imposed upon them by self-proclaimed, pseudo-elitist "planners", incompetents all, who refuse to recognize the existence, to say nothing of the importance, of the railroad in maintaining their extravagant lifestyles.

The Environmental Review Committee, more interested in promoting destruction and "development" than in doing its job, has violated the California Environmental Policy Act (CEQA) by failing to act responsibly and identify the many environmental issues which should have been analyzed in the Draft Environmental Impact Report (DEIR) for this unacceptable, unspecific Specific Plan, pretentiously misnamed Cabrillo Plaza (it is far from Cabrillo in time and space and lacks any plaza).

The DEIR concocted to promote this project is inadequate, incomplete, and, given the circumstances, fraudulent in many areas, particularly those related to railroad, auto, and land use issues. The numbers in parentheses in this Section refer to the (page/paragraph) of the DEIR where examples of foolishness (and worse) can be found.

1) TRAIN ROBBERY AND LAND MISUSE. Everyone in Santa Barbara complains about the high cost of everything people consume in this pseudo-Spanish dreamworld and oasis in the desert as compared to Los Angeles and other areas, yet few people recognize that a major source of this high cost is the failure to use the railroad effectively and efficiently to provide the dependent local populace with essential rail service.

A 50¢ increase in the gasoline tax is necessary now merely to maintain the nation's overextended, shoddily constructed roadway system now being pulverized by overweight and unsafe trucks. A major escalation in truck taxes and hence the cost of trucking and consumer goods will be forthcoming. Planning for increased use of the railroad is essential to maintain Santa Barbarans' existence or only the idle rich will remain behind to enjoy the local territorial advantages.

The failure to plan for retaining and employing the railroad is revealed in the various "plans" concocted by City Hall, Coastal Commission, et al., to eliminate the railroad from Santa Barbara, "redevelop" the waterfront areas to pander to elitist fantasies and the upper class "needs" of people who know the value and cost of nothing and know not from where everything they greedily consume comes.

Manifestations of this irresponsible and misguided "policy" can be found in the Local Coastal Plan (LCP) which demands the removal of the railroad and industries from the waterfront, the waste of $30-40,000,000 detouring the rail route adjacent to the 101 "freeway" (are they really free?), and the abandonment and destruction of Santa Barbara's historic railroad station (18/Figure 6, 19/3, 20/4).

And for what purpose? We find the railroad right-of-way being confiscated merely to construct more streets to pander to the auto cultists, the entire waterfront being turned into a Miami Beach-style hotel enclave for tourists, large areas of the waterfront and beaches being paved over for asphalt jungle parking lots for tourists and to produce revenue to support enlarged City Hall egos and destruction schemes, local residents being banished from their beaches, and Salinas Street being unnecessarily extended to cut off the track between Santa Barbara and Milpas Streets for use by stopped trains, etc.

Despite pious claims that auto use in the waterfront area should be discouraged, all of the "plans" result in promoting growth and auto use and problems. Already Cabrillo Boulevard has become a racetrack whose continuous roar makes Chase Palm Park unpleasant and unusable for park and beach activities.

There already are too many tourists hanging around an overpopulated South Coast now. "Plans" in the works for overdevelopment would increase the number of ho/motel rooms from circa 3,400 in 1970 to about 6,364, an 87.2% increase. Besides the circa 855 slated for the State/Milpas hotel enclave, another 9,150 can be expected in a few years, along with 10,000 more autos and 20,000 more tourists, and thousands more related problems.

As the elitist "plans" do not meet the needs of the majority of local residents, claims that the Cabrillo Plaza project is consistent with these irrational "plans" and there are no alternative uses of the site are nonsense (17/1,2,4; 68/all; 69/all).

2) RAILROAD ISSUES. The specific railroad issues related to the Cabrillo Plaza overdevelopment and conveniently ignored by the ERC and DEIR scribes are:

a) TEAM TRACK YARD. Interestingly, no mention is made in the DEIR about the history and major use of the site as a team track yard where originally wagons pulled by teams of animals and later trucks could be employed to directly unload freight cars and pick up freight unloaded and stored at the Freight House (whose 1971 destruction was an earlier City Hall, et al., effort to further the "redevelopment" and railroad termination scheme (14/Table 2).

Instead of an analysis of railroad use and service, the reader finds the dishonest claim that the

Previous historical uses of the site were deemed to be not pertinent in this EIR due to the lack of potential for significant adverse environmental impacts.

five remaining tracks on the site are "used at most four times a year" (29/3). Not only are these spurs used much more than "four times a year" but the reasons why they are not even more frequently and intensively used are not mentioned:

1) SP's role in furthering its own and City Halls', et als', "redevelopment" schemes has been to downgrade and eliminate freight service to Santa Barbara.

2) Corrupt and irresponsible government policy over the past fifty years has been to subsidize the trucking industry with nearly free highways.

3) SP's mismanagers have failed to provide the efficient rail service required to compete with the truckers. SP is a nearly bankrupt railroad forced to sell real estate assets to survive.

4) Ronald Reagan's and cohorts' Depression Movie now filibustering across the land has resulted in a 20-30% decrease in carloadings and ton-miles produced by the railroad industry in recent years.

Hence the carloads arriving in Santa Barbara compared to 20-40 years ago are much lower. No data is supplied by the sneaky DEIR scribes to reveal railroad use of the site or the downward spiral of service and carloads in this period. No analysis is provided by the "planners" to portray how rail service can be improved and where residents' food will come from in the future and what the financial, environmental, highway, safety, etc, benefits would be for everyone.

Strongly, the DEIR scribes do not inform readers why, if the spurs are only used four times per year, the two spurs would be retained to foul the hotel/conference center/restaurant rather than torn up like the three team tracks. Perhaps nostalgia is the reason! Or maybe Wright has dreams of private car occupants stopping at this "railtel". Obviously, "four" is a numerological fabrication!

Nor do the DEIR scribes tell us to where team track and other industrial facilities will be banished.

Paving over the team track yard for parking lots pandering to the auto cultists would hardly be a better alternative use of this site. Look at the waste of the Dog Pound Parking Lot!

b) KILLING TOURISTS. One restaurant would be mislocated about 75', the conference center 200', and the motel 400' from the railroad's westbound main line. As many as 1,500 people could be working, eating, sleeping, shopping, and wandering around within 700' of the tracks if the Cabrillo Plaza scheme was constructed. A few whiffs of chlorine gas would kill them all. In the project area, given the speed of passing trains (up to 40 MPH) and favorable conditions, locomotives and cars could come to rest up to 200' from the track in the event of train wreck or derailment. Gases could float for miles.

The "developers" and others who expect trains to stay on the tracks and within a 100' right-of-way will be in for a surprise someday. A wayward train could and would collide with and demolish several Cabrillo Plaza buildings and, ironically, patrons' autos. Guests, patrons, and workers could and would be squashed by railroad equipment and cargo and poisoned, inoculated, blown up, and burned up if hazardous materials carried by train were released, exploded, and burned nearby, with or without an accompanying wreck or derailment.

Entire blocks of many communities have been devastated by railroad catastrophes. The National Transportation Safety Board worries about railroad wreckage ending up 800' from the tracks. The record

Comment is acknowledged; see revised text.

of the carelessness, incompetence, chemical intoxication, etc, of railroad workers and mismanagers is appalling and escalating. In an era where the quantity and variety of hazardous materials being transported by rail is increasing and 1,000-1,500 railroad accidents involving these cargos occur annually (about 10% of all accidents), only speculative "developers" who are able to transfer the costs of their folly to the public through the insurance industry (a euphemism for socialized irresponsibility) would invest in or construct any facilities adjacent to the railroad, and only irresponsible, uncaring, and unthinking government bureaucrats and politicians would permit such people-intensive and expensive development in such a vulnerable location.

Intelligent planning for Santa Barbara should reflect this reality and provide for a 300'-wide, no-persons' zone between the tracks and commercial and residential structures. Suitable land uses along the railroad right-of-way could be parks, greenbelts, golf courses, agriculture, parking lots (only for those who do not value their expensive autos), or other uses whose property and people damage would be slight in the event of a railroad catastrophe. Such a zone would also create a sound barrier to shield adjacent facilities and people who are not tuned into railroad sounds. Following a few, simple, preventative measures could save society millions of dollars in property, many deaths and injuries, and lots of grief.

The DEIR writers have irresponsibly ignored these issues.

c) RAILROAD CANAL. City Hall's irresponsible scheme to fill in land adjacent to the railroad right-of-way allegedly to raise it above the 100-year flood level has turned the railroad into a canal. Water no longer drains off to the north and south of the right-of-way but remains to flood the tracks and saturate the roadbed. Flooding the tracks will halt train operation and increase the danger of derailment. Operating and stopping trains on a saturated roadbed is like operating and stopping trains on ice. Derailment is certain if an emergency stop is attempted on a saturated roadbed. Roadbed drainage disruption and flooding of the tracks in recent years has resulted from the city permitting the filling in of land adjacent to the right-of-way for Parker's Penitentiary and a park between Milpas and Santa Barbara Streets and for the Dog Pound Parking Lot (a three-acre asphalt wasteland which has only been used by a maximum of two vehicles on weekday mornings since it opened).

Filling in land adjacent to the railroad will only raise the water level on lower areas and the tracks, increasing the hazards, and is part of City Hall's nefarious scheme to eliminate the railroad.

A continuation of the land filling and railroad removal plot is proposed to create the Cabrillo Plaza. The land area would be raised up to 2' with 17,000 cubic yards of fill (12/3). Where would this fill come from? And where will the water go? Where will the trains go?

d) TRAIN DUSTING. The flooding and saturation of the railroad roadbed with dirt and sand during the rainy season results in the creation of a large cloud of dust and dirt raised by passing trains during the dry season. The prevailing onshore wind will blow this material all over the Cabrillo Plaza facilities, restaurant patrons, and their precious autos. The site is not the most pleasant place to eat when dust is a pervasive condiment and dirt is included as a free gourmet entree on the menu.

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Flooding issues associated with the proposed project are adequately covered in the Draft EIR.

e) TRAIN NOISE. While train sounds are music to railroaders' ears, we recognize that not everyone enjoys the railroad tune. Only greedy "developers" would subject their victims to the railroad racket (up to 108dBA) by mislocating a motel, restaurants, and a conference center, etc, adjacent to the tracks (95/3). It is doubtful that interior noise levels could be reduced to 65dBA(49/2, 50/3).

A noise level and recording location map is not included in the DEIR.

f) TRAIN OPERATION. Even though the DEIR scribes have acquired accurate figures for the number of passenger (four) and freight (up to eight) trains passing by the proposed Cabrillo Plaza site daily, they neglected to inform readers that twenty years ago up to 24 trains per day (6 passenger, circa 18 freight) provided railroad action and interest in Santa Barbara, not that when Ronald Reagan's Depression Movie is completed, when SB's bureaucrats learn how to operate the railroad, when the government decides to tax the truckers to pay for the roads they destroy, and when AMTRAK, now another national disaster operated by TOTAL incompetents, learns what a passenger train IS, many more trains will be rolling through Santa Barbara (29/3).

However, if the ongoing City Hall conspiracy to abandon and destroy our railroad station and convert it into another hotel/restaurant/shopping center complex succeeds, Santa Barbarans will not have a railroad station, but will be forced to journey to Goleta or Carpinteria to board and wait in a chintzy trailer/depot for an AMTrain (43/2, 44/2). Trains will not be available to mitigate auto use by Cabrillo Plaza patrons.

Cabrillo Plaza victims would be able to enjoy the railroad activity, and the noise and dust, and if they are real lucky, the real excitement of a train wreck and the taste of barbequed human. Smack! Smack! Covering over the disasters will be the perfume of Sewage Plant!

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3) AUTO FETISHISM. Truly amazing are the statements made by the DEIR scribes, auto cultists all, about road and vehicle issues as a means to rationalize the Cabrillo Plaza scheme:

a) SGRN MADNESS. As to be expected with an unpronounceable acronym, the SGRN Wasteway scheme is as useless as its designation. "The construction of the SGRN Freeway would greatly enhance circulation in and around the Specific Plan Study Area" and "Access between the Study Area and the freeway would also be improved", claim the auto cultists (31/3). Not so. The necessity for vehicles to waste energy and time and 0.2 to 0.4 mile boxing the blocks in order to enter or leave the SGRN Wasteway would not improve access and circulation. Nor would access and circulation to the uptown areas be enhanced by detouring around on Garden Street rather than using the present Santa Barbara/Anacapa couplet.

If anyone could design an intelligent and useful Crosstown Freeway (sic) segment (why can't these thousands of highway bureaucrats, politicians, and auto cultists perform?), the four existing streets would remain open to link the waterfront and uptown areas, many parking spaces would be created, a small bus station could be constructed adjacent to the railroad station, and four historic buildings and businesses would be destroyed.

The noise study and recording locations map are on file with the City's Community Development Department.

b) GARDEN STREET WIGGLE. The bankruptcy of the Cabrillo Plaza "plan" is most revealed by the idiotic scheme to extend Garden Street to Cabrillo Boulevard, and not parallel to Santa Barbara Street as one would expect, but with an S-curve to swing it west to the Santa Barbara/Cabrillo intersection. This wiggle, or a drunken street designer's dance, is "designed" to create the most hazardous conditions for auto cultists, to waste the maximum amount of land, resources, and energy, to create the most air pollution and inaccessible conditions on nearby streets, to force the abandonment and obstruction of Santa Barbara Street, to wear out the most vehicle parts, to cross two more railroad tracks, to create the most access problems with the SGRN Wasteway, ad nauseam.

The Garden Street Wiggle also reveals the bankruptcy of the SGRN Wasteway scheme.

c) WAITING FOR THE TRAIN. The DEIR scribes' claim that there should not be "excessive queueing" for northbound vehicles waiting at the fanciful Garden Street Wiggle grade crossing is false (35/3). Excessive queueing already exists on Santa Barbara Street and vehicles back up onto Cabrillo Boulevard at times with today's level of traffic. Obviously, increasing vehicle volume by two, or three, or more, times with the Garden Street Extension and overdevelopments would exacerbate the problem.

d) TRAFFIC NUMEROLOGY. The gameplaying with numbers is revealed by the Daily Traffic Volumes (DTV) listed in the various Figures on pages 28, 32, and 37. Note that the DTV total for State/Anacapa/Santa Barbara/Garden increases by 9,800 at Montecito Street, but only by 1,500 at Cabrillo Boulevard for the Cabrillo Plaza and SGRN schemes. Obviously, there will be far more than 3,700 (or 2,300 as at present) along the fanciful Garden Street Extension — more like 5-6,000 DTV. Autos now using Anacapa and Santa Barbara Streets must go <u>somewhere</u> when these streets are closed. Guess where!

e) PARKING DEFICIT. Permitting this project to proceed with a deficit of 162 parking spaces would not be acceptable. There would be NO guarantee that spaces would be available on the fanciful Garden Street and nearby public asphalt jungles (40/1). What about parking for displaced Feed Store (sic) Restaurant patrons?

f) GARAGE FLOOD. What will the "developers" do when the proposed underground garage fills up with water and drowns autos? (41/1).

g) VERBAL POLLUTION. Claims that the SGRN Wasteway would reduce project related and cumulative air quality impacts are false (48/3). Because of the circuitous routes required to merge with the other auto cultists and the tourist trap overdevelopment being imposed upon the waterfront by the "planners," air pollution will only become worse (37/Figure 14).

4) OVERPOPULATION. The growth inducement problems of the tourist invasion have not been analyzed in the DEIR (63/all). Santa Barbara is already overpopulated and environmentally degraded. Adding 500, plus, tourists staying at the proposed motel and attending conferences would create the same problems as adding 500, plus, permanent residents.

There would be far more than 23 dwelling units required to house the circa 232 new workers to be exploited by Cabrillo Plaza (64/1).

5) HISTORIC RESOURCES. Analyses of the historic structures on the site which would be demolished for anti-historical Cabrillo Plaza overdevelopment are not included in the DEIR.

Analysis of historical structures is beyond the scope fo this report. (See also first response to comment.)

6) VISUAL RESOURCES. Existing mountain views from the site and adjacent sites would be obstructed by the Cabrillo Plaza overdevelopment (15/1). Ocean views would not be available from the site because intervening vegetation, vehicles, structures, and other obstructions would block them (8/5). The DEIR scribes are blind.

7) GLARING MISTAKES. The headlights of vehicles traversing the fanciful Garden Street S-curve would blind Cabrillo Plaza occupants.

8) ENERGY FANTASIES. The proposals to save energy at Cabrillo Plaza by installing air scoops, openable windows, etc, will not succeed because the dust and noise raised by passing trains will force their closure (66/1).

The DEIR scribes' claim that the increase in air pollution would be the only unavoidable environmental impact of the Cabrillo Plaza Specific Plan is fraudulent (67/3). Find the others!

Further information about this overdevelopment can be obtained from the author:
Richard A. Stromme, P.O. Box 162, Santa Ynez, California 93460. PH: 805-688-3145.

ADDRESS ALL COMMUNICATIONS
TO THE COMMISSION
8536
CALIFORNIA STATE BUILDING
SAN FRANCISCO, CALIFORNIA 94102
TELEPHONE: (415) 557-

February 16, 1983

Public Utilities Commission
STATE OF CALIFORNIA

183-42/EIR

FILE NO.

Anna Polvos
Office of Planning and Research
1400 - Tenth Street - Room 121
Sacramento, CA 95814

Dear Miss Polvos:

This refers to the copy of the Draft E.I.R covering Cabrillo Plaza Specific Plan, SB-79-82, and assigned SCH # 83011102 which was submitted to us for our review and comments.

After reviewing this report, the staff finds it has no comments to offer at this time. We note that the City of Santa Barbara on December 30, 1982 filed with this Commission Application 82-12-66 which seeks authority to relocate the existing Santa Barbara Street grade crossing (P.U.C. E-371.0) to Garden Street and is considered in this report.

Thank you for giving us the opportunity to review and comment on this matter.

Very truly yours,

WILLIAM L. OLIVER, Principal
Railroad Operations and Safety Branch
Transportation Division

cc: John W. Halmer
City of Santa Barbara
1236 Chapala Street
Santa Barbara, CA 93101

Paul Sgroi
City of Santa Barbara
1236 Chapala Street
Santa Barbara, CA 93101

RECEIVED
FEB 22 1983
CITY PLANNING DEPARTMENT
SANTA BARBARA, CALIF.

This comment is acknowledged; no response necessary.

State of California

GOVERNOR'S OFFICE
OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814

February 23, 1983

John W. Helmer
City of Santa Barbara
1236 Chopala Street
Santa Barbara, CA 93101

Subject: SCH# 83011102 Cabrillo Plaza Specific Plan

Dear Mr. Helmer:

The State Clearinghouse submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is closed and the comments of the individual agency(ies) is(are) attached. If you would like to discuss their concerns and recommendations, please contact the staff from the appropriate agency(ies).

When preparing the final EIR, you must include all comments and responses (CEQA Guidelines, Section 15146). The certified EIR must be considered in the decision-making process for the project. In addition, we urge you to respond directly to the commenting agency(ies) by writing to them, including the State Clearinghouse number on all correspondence.

A 1981 Appellate Court decision in Cleary v. County of Stanislaus (118 Cal. App. 3d 348) clarified requirements for responding to review comments. Specifically, the court indicated that comments must be addressed in detail, giving reasons why the specific comments and suggestions were not accepted. The responses must show factors of overriding significance which required the suggestion or comment to be rejected. Responses to comments must not be conclusory statements but must be supported by empirical or experimental data, scientific authority or explanatory information of any kind. The court further said that the responses must be a good faith, reasoned analysis.

In the event that the project is approved without adequate mitigation of significant effects, the lead agency must make written findings for each significant effect and it must support its actions with a written statement of overriding considerations for each unmitigated significant effect (CEQA Guidelines Section 15088 and 15089).

If the project requires discretionary approval from any state agency, the Notice of Determination must be filed with the Secretary for Resources, as well as with the County Clerk. Please contact Anna Polvos at (916) 445-0613 if you have any questions about the environmental review process.

Sincerely,

Charles E. Brandes
Deputy Director for Projects Coordination

cc: Resources Agency
attachment

RECEIVED
FEB 25 1983
CITY PLANNING DEPARTMENT
SANTA BARBARA, CALIF.

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This comment is acknowledged; no response necessary.

State of California — Business, Transportation and Housing Agency

Memorandum

To: Ron Bass
Executive Officer
State Clearinghouse
1400 Tenth St.
Sacramento, CA 95814

Date: February 11, 1983

File: 05-A-95/CEQA Review
SCH #8301102

RECEIVED
FEB 22 1983
State Clearinghouse

From: DEPARTMENT OF TRANSPORTATION
District 05

Subject:

The Draft Environmental Impact Report (DEIR) for the Cabrillo Plaza Specific Plan in the City of Santa Barbara has been reviewed by Caltrans District 05 personnel. We have the following comments:

1) The designation of 10% of employee parking spaces for carpools (Page 49) seems unrealistic. We suggest 5% for carpools with provisions to increase the number of spaces later, if needed.

Comment is acknowledged; see revised text.

2) The Level of Service (LOS) for the five critical intersections (Table 9) seems optimistic. Based upon our experience in the area, it is very difficult to accept the contention in the DEIR that the introduction of 4,012 trips per day will not change existing LOS on streets and interchanges. The DEIR's conclusion that the five critical intersections will operate at LOS A with no vehicle delay, does not agree with our knowledge of the area. We would like the opportunity to review the traffic study that these conclusions were based upon.

Comment is acknowledged; see revised text.

3) The DEIR states that congestion on U.S. 101 occurs mainly at the Crosstown stoplight and is not limited to the Crosstown area. ADT's for U.S. 101 between Las Positas and La Cumbre exceeded 100,000 during the summer of 1982.

Comment is acknowledged. This information was not known at the time of report preparation.

4) A 20-30 foot wide drainage channel passes through this development. There is no indication in the DEIR of what the channel will be replaced with, or how the water will pass through the development.

This drainage channel will not be modified by the development.

5) The proposed alignment of Yanonali in the DEIR will require a steeper climb out of the Garden Street Undercrossing (8%) than we now plan (7%).

Comment is acknowledged.

6) The only off-site mitigation measure recommended in the DEIR is to lengthen the left turn lane on Garden to 150 feet. We believe the traffic impacts associated with this project will warrant more mitigation than what is offered. We will have a better idea of the project's impacts and possible mitigation after reviewing the Traffic Study.

Comment is acknowledged.

Sincerely,

Gary Ruggerone

Gary Ruggerone
District A-95/CEQA Review

140

State of California
GOVERNOR'S OFFICE
OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814

GOVERNOR

(916/445-0613)

March 4, 1983

John W. Helmer
City of Santa Barbara
1236 Chopala Street
Santa Barbara, CA 93101

Subject: SCH# 83011102 Cabrillo Plaza Specific Plan

Dear Mr. Helmer:

The enclosed comments on your draft environmental documents were received by the State Clearinghouse after the end of the state review period. We are forwarding these comments to you because they provide information or raise issues which you may wish to address in the final environmental document.

We have explained to the departments preparing late comments that according to a 1981 Appellate Court decision, Cleary v. County of Stanislaus, you are not required to respond to these comments in the final document. However, to ensure the adequacy of the final document and compliance with the intent of CEQA, you should attempt to incorporate these additional comments into the preparation of your final environmental document.

Sincerely,

Anna Poles

Non Bass
Director
State Clearinghouse

enclosure

cc: Resources Agency
Regional Water Quality Control Board-SLO

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This comment is acknowledged; no response necessary.

Memorandum

To : State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Date: Feb. 24, 1983

From : **California Regional Water Quality Control Board**
Central Coast Region—[redacted] 1102-A LAUREL LANE
San Luis Obispo, California 93401

Subject: SUBJECT: CITY OF SANTA BARBARA, PROPOSED CABRILLO PLAZA SPECIFIC PLAN, SCH#830111Q2

We have reviewed the draft Environmental Impact Report for the subject project dated January 5, 1983. The project site is located adjacent to the City of Santa Barbara's wastewater treatment plant. On page 46, it is stated that the site is occasionally subject to odors from the plant. However, no mitigation measures are given regarding the impact of odors. One mitigation measure may be to require a more compatible land use than a motel/restaurant complex.

On page 54, mitigation measures for adverse water demand impacts include utilization of recycled grey water and reclaimed water for landscaping purposes. If approved by the City, the above uses of treated wastewater will require regulation by this Board.

Please call Bill Meece or Bob Baldridge at this office if there are any questions on these comments.

Very truly yours,

KENNETH R. JONES
Executive Officer

WJM:sm

RECEIVED
FEB 28 1983
State Clearinghouse

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Comment is acknowledged. However, the odors emanating from the sewage treatment plant were not considered a significant adverse impact and therefore, no mitigation measures are proposed.

CITY OF SANTA BARBARA

...SUNITY DEVELOPMENT DEPT
...elopment • Environmental Review
... • Zoning • Building • Housing

1235 CHAPALA STREET
P.O. DRAWER P-P
SANTA BARBARA, CA 93102
(805) 963-1661

March 21, 1983

John C. Jostes
Interface Planning
P.O. Box 2191
Santa Barbara, CA 93102

RE: Final EIR, Cabrillo Plaza

Dear Mr. Jostes:

I have reviewed all comments received on the subject EIR and have met with you, Transportation Division staff and the applicant. This letter is intended to give you direction and clarify certain issues for the response to comments. Please review this along with the enclosed comments and submit a Final EIR estimate so that we can proceed with the Final EIR.

TRAFFIC: Numerous portions of this section need to be rewritten and clarified. I would suggest the following additional work:

A. The project was supposed to be evaluated as per WATS, which assumed summer Sunday PM trips. The report is not clear in this regard and should assume summer Sunday PM trips for its WATS analysis.

B. Assumptions for the trip generation rate should be spelled out. One of the assumptions should include:

   1. 90% occupancy for the hotel. This is somewhat higher than 80% usually used because it is moderately priced and located in the waterfront area.

   2. The conference center will have 350 persons none of whom are staying in the hotel.

   3. The restaurant will be 75% used by people already at the hotel or the conference center.

C. The distribution of trips may need reevaluation based on the new WR-2M freeway plan. Because impacts based on SGRN were not significant, a great amount of detail is not necessary. Caltrans will be sending me some revised data that I will forward to you.

D. The restaurant should be considered a quality restaurant as outlined in the 14th Progress Report by Caltrans.

Comments are acknowledged; see revised text.

E. The Cumulative Traffic Section should more clearly tie in with the theory of the WATS point system.

F. The Parking Section needs to be reevaluated and predicated on some consideration of parking demand and possible impacts. Reference to the parking ordinance is useful but does not necessarily define environmental impacts.

G. The approximate number of Sunday peak hour trips generated by the boat yard is needed.

H. The report has some internal inconsistencies as outlined in the Planning Staff and the Public Works Department comments. These should be rectified and any discrepancies should be clearly explained.

I believe that all other comments received are self-explanatory. A copy of each comment is enclosed. Please review them and determine the approximate time and cost the Draft of the Final EIR will take. When such an estimate is received and agreed upon, the applicant will deposit the appropriate amount and an Agreement Amendment will be executed authorizing you to proceed with the Final EIR. We are quite anxious to continue the process so please try to respond as soon as you can.

Should you have additional questions please call Stephanie Lawson or me.

Sincerely,

John W. Helmer
Planning Division

cc: Bill Wright

JWH:js

SCENIC SHORELINE PRESERVATION CONFERENCE, INC.
4623 More Mesa Drive
Santa Barbara, CA 93110
(805) 964-2492

Comments of Fred Eissler on Cabrillo Plaza Specific Plan Before ERC, February 18, 1983

The new freeway proposal (WR2N) and all calculations associated with it need to be plugged into the DEIR for all comments and impacts relative to SGRN, including air, noise, and ADT estimates.

This comment is acknowledged; see revised text.

In Figures 13 and 14, traffic generated north of the freeway is not considered. This traffic will be loaded on the Garden Street Interchange. With the change in traffic pattern, a new traffic distribution and level of service analysis is necessary. The potential intensification of the carbon monoxide hotspot at Garden needs evaluation.

These comments are acknowledged; see revised text.

Air pollution factors to be considered are the combination of offshore emissions and onshore traffic pollution in such a synergistic phenomenon as acid fog. Ventura County has completed a draft inventory of offshore air pollution. Once this draft is reviewed and approved, it becomes the basis for photochemical modeling in Santa Barbara County. The opportunity to review the Cabrillo Plaza project in terms of this model should remain open.

The evaluation of acid fogas a direct, indirect or cumulative impact resulting from implementation of the Cabrillo Plaza Specific Plan is too speculative to be of use in the present EIR.

More attention should be given in the EIR to the impacts of air pollution and odor from the Sewage Treatment Plant, the constituents of this pollution, the rate and periods of emission, the effects on tourism.

The issue of sewage treatment plant odors is given adequate treatment in the Draft EIR.

Since freeway construction is anticipated at an early date, the impacts of the Cabrillo Plaza project on freeway construction and the freeway construction impacts on the project need some consideration. Detour policy, noise, traffic delay, and its influence on air pollution, for example, are serious considerations in view of the proximity of the Cabrillo Plaza project and the main feature of the freeway at the Garden Interchange.

These issues are beyond the scope of the report and not considered to have the potential for creating significant environmental effects.

Sufficient consideration has not been given to the railroad uses in the area, both existing and potential. An increase in use can be anticipated or at least should be considered. The question of the need for the land for railroad purposes deserves to be discussed.

Increases in the use of rail lines in close proximity to the proposed project are too speculative to be of use in the context of this EIR.

The hazards of railroad operations in close proximity to this concentration of people is an important factor,--the risks of derailment, spillage of toxic substances.

And noise. According to the Mitchell study (EIR, p. 97) noise from the railroad ranged from 74.6 dBA to 106 dBA. His representatives value is 78 dBA based on five freight trains in the daytime and ten at night. The noise needs to be evaluated additionally on the basis of a potential increase in railroad traffic.

The Mitchell study does not make allowances for potential operations on the two railroad spurs which are to remain on the property. The EIR states erroneously (p. 29) that the tracks in question are used "at most four times per year." The noise impacts of higher usage, which can be anticipated, should be taken into consideration, say over five and ten year periods, on both the spurs and the mainline.

The Mitchell study indicates that interior noise standards can be met. But then the study concludes: "The requirement for outdoor areas--balconies, patios and dining facilities, is considerably more demanding acoustically. To provide a 10 to 15 dBA noise reduction in these areas while leaving them open to the outdoors will be difficult . . .".

There is every reason to believe that the outside noise cannot be mitigated. The residual impacts on noise, therefore, should be classified "significant" (p. IX).

Since this is the first plaza project to be submitted in the wake of Park Plaza, considerably more than passing reference to cumulative impacts is appropriate especially in view of the additional hotel projects being contemplated. A hotel needs assessment is warranted. A benefit-impact analysis of the permanent add-on population should be an essential unit of the EIR.

L46

This comment is acknowledged; see revised text.

See above response to the comment regarding increased railroad activity. No additional response is necessary.

Comment is acknowledged; no response necessary.

A hotel needs assessment is beyond the scope of this EIR and would not likely disclose and sugnificant adverse environmental, i.e. physical, impacts.