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FINAL ENVIRONMENTAL IMPACT REPORT

SANTA BARBARA PARK PLAZA

VOLUME 2

AMENDED TEXT

City of Santa Barbara
Division of Land Use Controls

PREPARED FOR:

CITY OF SANTA BARBARA

SEP 05 1979

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AUGUST 31, 1979

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AMENDED TEXT

Prepared For:
City of Santa Barbara

August 31, 1979

EARTH METRICS INCORPORATED

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This document is Volume 2 of the Final Environmental Impact Report for Santa Barbara Park Plaza. The FEIR consists of two volumes, which should be read sequentially:

VOLUME 1, Responses to Comments contains comments received on the Draft EIR during the public review period of June 5, 1979-July 20, 1979. Also contained are responses to comments, prepared by the authors of the EIR. All comments are indexed in the left hand margin (1A, 1B, 2A, 2B, etc.). Corresponding reponses are similarly indexed.

VOLUME 2, Amended Text contains the supporting information contained in the Draft EIR, with appropriate revisions to reflect comments received from the public and actions taken since circulation of the Draft EIR. Where revisions have been prepared in response to a comment it is indicated in Volume 1. The figure and table numbers of Volume 2 are the same as in the Draft EIR.

Final revisions to Volume 2 were completed on October 5, 1979, and are italicized in the following text. Minor changes to the text are noted on the Errata Sheet.

The Draft Environmental Report was distributed to the following organizations and individuals for review and comment:

City of Santa Barbara:

- Environmental Review Committee
- Parking and Transportation Committee
- Transportation Department
- Public Works Department
- Parks Department
- Planning Division
- Building and Zoning
- Redevelopment
- City Attorney
- City Administrator
- Fire Department
- Police Department

County of Santa Barbara:

- Department of Environmental Resources
- Planning
- Air Pollution Control District
- Air Quality Planning

- State Clearinghouse
- Regional Coastal Commission
- City Library
- Metropolitan Transit District
- Community Environmental Council
- Committee for Santa Barbara
- Phil McKenna
- Environmental Defense Center
- Dan Gonzalez
- Susanna Saavedra
- Philip W. Marking
- Scenic Shoreline Preservation Conference
- Citizen's Planning Association
- Joanne Miller
- Coreen Young
- La Casa De la Raza
- Beach Motel Association
- Lee Moldaver
- Claudia Madsen

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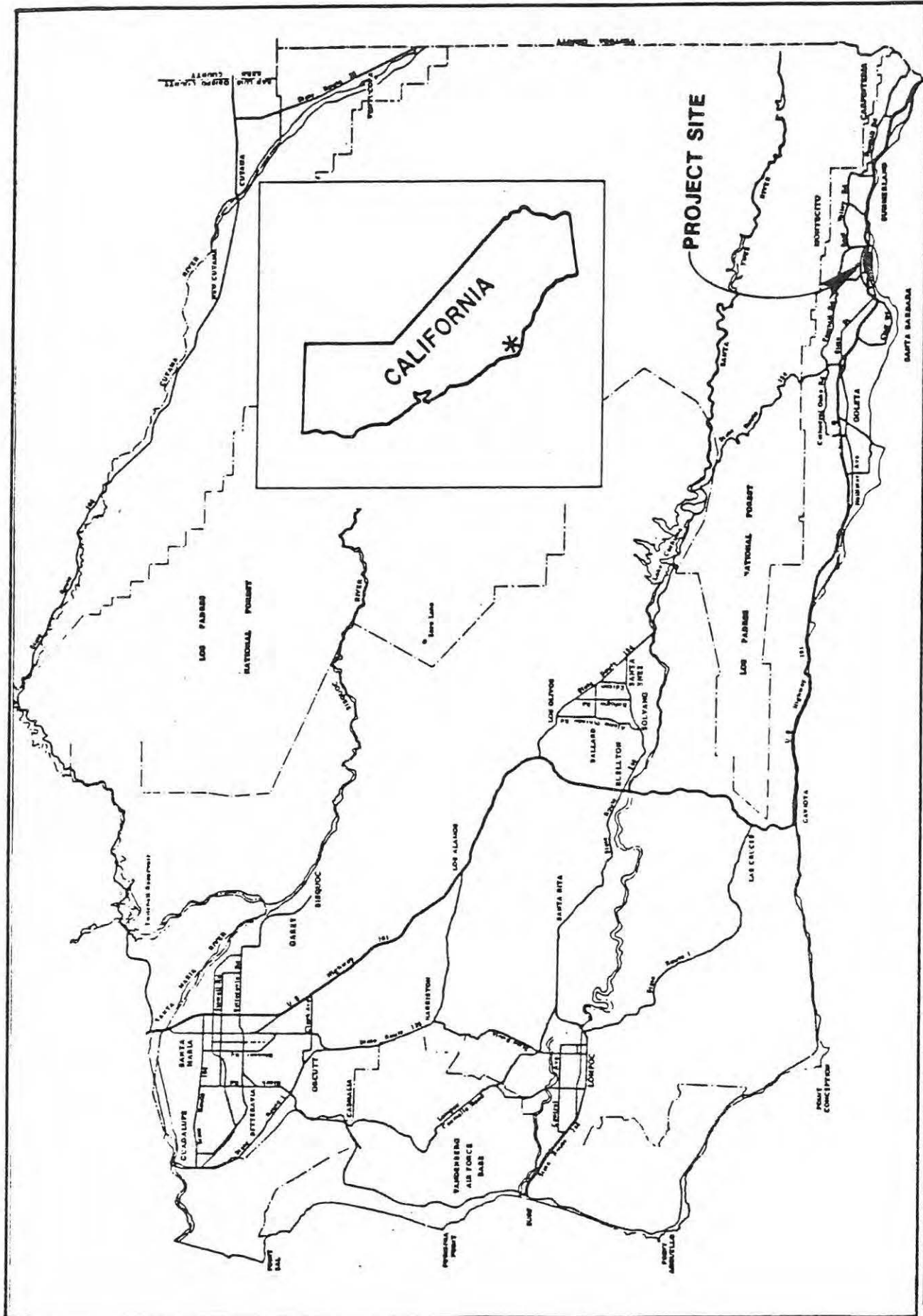
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PREFACE

This Environmental Impact Report (EIR) has been prepared to conform to the California Environmental Quality Act (CEQA) of 1970, and the 1976 amendments thereto (Knox amendments, AB 2679). Included in the Knox amendments is the policy that the purpose of an Environmental Impact Report is to identify only the significant effects of a project on the environment, where significant effects are defined as "substantial adverse impact(s) on the environment". This Environmental Impact Report, therefore, discusses in detail primarily those impacts determined to have a potentially significant or substantial adverse effect. *Determination of potentially significant impacts is made in the Initial Study of the proposed project. The Initial Study is contained in Appendix G.*

The Resources Agency of California has adopted amendments to the Guidelines for Environmental Impact Reports, which incorporate the recent changes in CEQA. Included in the amended guidelines (Section 15143 (c)) is the provision that "the discussion of mitigation measures shall distinguish between the measures which are proposed by project proponents to be included in the project, and other measures which are not included but could be reasonably expected to reduce adverse impacts". Accordingly, all mitigation measures advanced within this Environmental Impact Report are not presently included in the project by proponents unless otherwise specifically noted. Where appropriate, this EIR incorporates by reference documents that are readily available to the general public, in accordance with Section 15149 of the Guidelines.






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1" = 39,000'



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REGIONAL SETTING OF THE PROPOSED PROJECT

1. PROJECT DESCRIPTION

1.1 LOCATION

The project site is located along the California coast in the City of Santa Barbara, California, as depicted in Figure 1. The southern boundary of the site is defined by Cabrillo Boulevard. Across Cabrillo Boulevard from the project site is East Beach and the Pacific Ocean. Bounding the project site to the west and east are Santa Barbara and Milpas Streets, respectively. The northern site boundary abuts the existing Southern Pacific right of way between these streets. Carpinteria Street, a short, poorly defined road extending through the project site from Cabrillo Boulevard to the Southern Pacific tracks, is partially paved and in a state of deterioration.

1.2 PROJECT CHARACTERISTICS

The project site, shown in Figure 2, consists of 32.35 acres. The site extends from Milpas Street on the east to a city owned parcel located at the corner of Santa Barbara Street and Cabrillo Boulevard on the west. The total site is approximately 3500 feet long and varies from 125 feet to 640 feet in width from the Cabrillo Boulevard property line to the railroad right of way. The site would be divided into three basic areas:

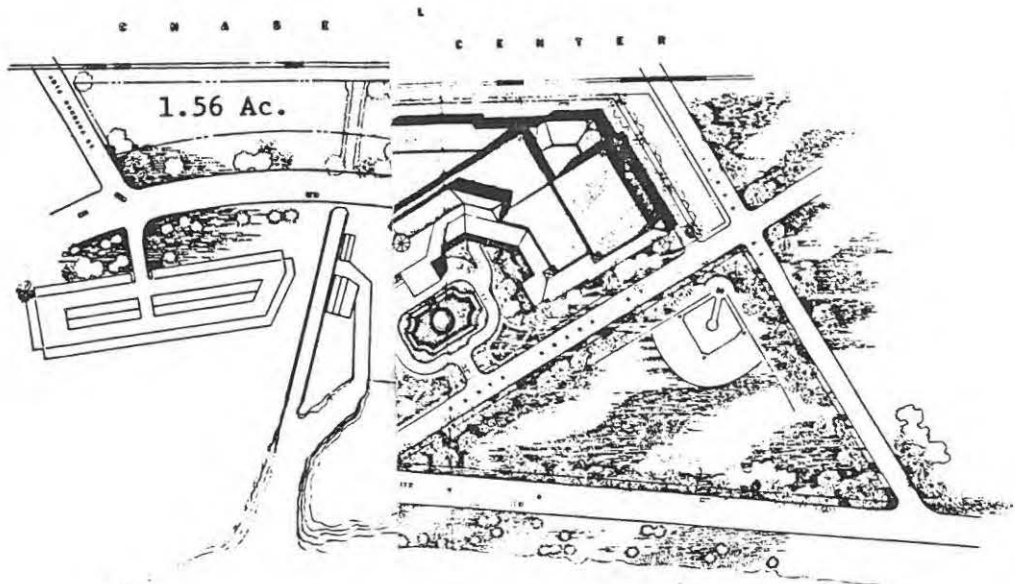
- A 16.72 acre parcel at the east end proposed for development of a Hotel-Conference Center. The hotel would have 500 rooms, and the conference center would seat a maximum of 1500 persons. Ten tennis courts would be constructed on the west side of the Hotel-Conference area.
- A 12.87 acre parcel proposed for development of 200 condominium units with a maximum height of three stories. Primary parking for 400 vehicles would be underground, with some 90 surface parking spaces also available.



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palo alto, ca. 94303

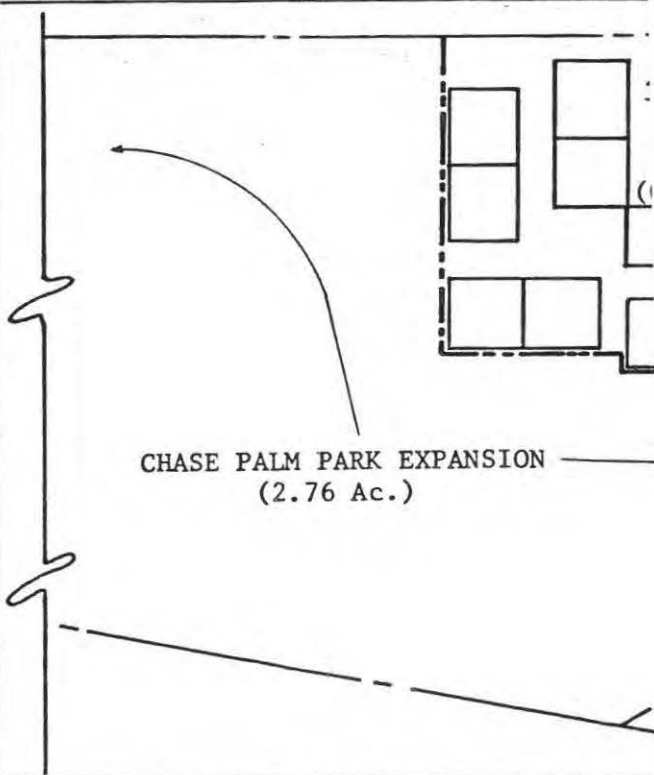
FIGURE 1. LOCATION OF PROJECT SITE WITHIN
THE CITY OF SANTA BARBARA



OPTIONAL SENIOR HOUSING COMPLEX

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1"=60'



CHASE PALM PARK EXPANSION
(2.76 Ac.)



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1"=350'

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Source: Edwards-Pitman A.I.A. Architects

- A 2.76 acre parcel and a .55 acre parcel are proposed for dedication to the city with improvements by the developer, as an expansion to Chase Palm Park. ^{The} This 2.76 acre parcel is situated west of Carpinteria Street. The .55 acre parcel is east of Carpinteria Street. Total dedication area would be 3.31 acres.

In addition to these features, an optional proposal is submitted by the applicant to develop 36 one bedroom apartments for senior citizens' low and moderate income housing. This optional provision is detailed below.

REQUIRED AMENDMENTS AND APPROVALS. The project applicant, American Tradition Company, must

- File for a General Plan amendment to change the General Plan map as shown in Figures 3 and 3a. This would 1) delete the formerly proposed Cabrillo Boulevard realignment, 2) change the land use designation of approximately 12 acres from Palm Park to Hotel and Related Commerce, Residential, 3) delete the extensions of Garden and Salsipuedes Streets to intersections with Cabrillo Boulevard.
- File for a rezoning from M-1 and C-2 to R-4 to: 1) allow subdivision for condominiums in an existing M-1 zone and 2) allow the hotel and conference center in an existing C-2 zone. (Hotels are allowed in an M-1 zone).
- File for a variance to the Variable Density Ordinance to permit 36 low and moderate income condominiums on 0.46 acres with dedication of a 2.76 acre park parcel.
- File for a modification to the parking requirements of the City Zoning Ordinance to permit provision of 1000 parking spaces for the hotel conference center where the city requirement would be 1245.
- File for subdivision map approval for condominiums; conditional use permits for tennis courts and restaurants; building and grading plan approval; landscape and architecture approval.

- Apply to the South Central Coast Regional Commission for a coastal development permit.

The following description of the project features is derived from a conceptual level project plan prepared by the project applicant, American Tradition Company, and the project architect, Edwards-Pitman (1978). Table 1 at the end of this section summarizes acreages and floor areas of the project properties and proposed facilities.

HOTEL-CONFERENCE CENTER. The Hotel-Conference Center would consist of 500 guest rooms, a conference center, food, beverage, and recreational facilities typical for such a facility, necessary administrative and operation facilities and an underground garage for approximately 1000 cars. The hotel would be located at the east end of a 16.72 acre site in the area between Cabrillo Boulevard, Punta Gorda, and Milpas Streets, and the railroad tracks. Primary vehicle access to and from the hotel and garage would be from Punta Gorda Street to a landscaped courtyard in front of the hotel. Service vehicle and tour bus access would be at the rear (north side) of the project via a private road.

The hotel would consist of several separate buildings, with two story guest wings at the Cabrillo Boulevard frontage, a three story guest room building at the rear, and a two story public facility section. The 500 guest rooms would be in the two, two story buildings (located nearest Cabrillo Boulevard in Figure 2), and one, three story building. The basic room size would be about 15 feet wide by 18 feet long, exclusive of bath, closet, and vestibule, with an 8'6" ceiling height. The hotel would have the following bed mix:

	299 twins (2 beds/room)
	151 kings (1 bed/room)
	<u>50 parlors</u>
Total	500 bedrooms

Included in the above 500 accommodations would be the following suite bedrooms:

36 petite suites (living room,
eighteen 1 bedroom, eighteen
2 bedroom).

12 V.I.P suites (living room,
twelve 2 bedroom).

2 super deluxe suites (living
room, two 3 bedroom).

In accordance with state regulations, ten percent of all guest rooms and their bath facilities would be made fully accessible to the physically handicapped. The average room rate would be approximately \$55 per day (American Tradition Company, 1978).

The conference center would consist of a total area of approximately 62,500 square feet, focussed on a main ballroom of 20,000 square feet. Other facilities would be a junior ballroom, pre function and meeting rooms, and banquet facilities. The maximum of 1500 people would be expected for any large event; this size of an event would probably be booked a year or more in advance. In such a large gathering, many of the above spaces would be used sequentially, not concurrently. For example, the participants would first meet in the pre function space or junior ballroom and then eat in the main ballroom. When a large conference is held, there would not be concurrent use of some of the facilities for groups not connected with the primary conference. The number of equal spaces available within each room would be as follows:

<u>ROOM</u>	<u>AREA (SQUARE FEET)</u>	<u>NUMBER OF DIVISIBLE SECTIONS IN ROOM</u>
Main Ballroom	20,000	4
Junior Ballroom	10,000	2
Pre Function	16,500	2
Meeting Rooms (6)	6,000	2 each
Banquet Rooms (7)	10,000	2 each
Total	62,500	

Administrative facilities for the center would be typical of a medium sized hotel and would consist of a main kitchen, employee cafeteria, administrative offices, and such service spaces as maintenance, receiving, laundry, housekeeping, lockers, and storage. Total square footage of these spaces would be approximately 37,600 feet.

Public areas or facilities serving the hotel would consist of the following:

<u>FACILITY</u>		<u>AREA (SQUARE FEET)</u>
Lobby		12,000
Food and Beverage		18,852
Coffee Shop (225 seats)	6,432	
Gourmet Restaurant (150 seats)	4,500	
Lobby Bar (150 seats)	4,320	
Hide Away Bar (35 seats)	600	
Cocktail Lounge (150 seats)	3,000	
Retail Space		12,000

All of these areas would be on the first floor, except for the gourmet restaurant and cocktail lounge. The retail space would consist of convenience and specialty shops. Some of these shops may be branches of local stores or of independent proprietorship.

Ten partially depressed tennis courts are planned as a buffer between the hotel and condominiums and as a 250 foot wide view corridor from Cabrillo Boulevard. In association with the courts, there would be a small (1350 square foot) recreation building or clubhouse. The courts would be owned by the hotel but tennis privileges would be available to the owners of the condominiums. The courts will be open to the public on a reservation and fee basis and following the rules set by the management. The area of the site occupied by the tennis courts would be in the western portion of the 16.72 acre hotel parcel.

Parking for guests and employees would be provided in an underground garage with a capacity of 1000 vehicles. Only transient parking would be permitted above ground.

CONDOMINIUMS. The proposed residential condominium project would consist of approximately 21 buildings containing 200 units in a mix of two and three

story buildings along Cabrillo Boulevard, between Carpinteria Street on the west and the tennis courts of the proposed Hotel-Conference Center on the east.

The condominium buildings would be oriented mainly to maximize the views to the ocean and to interior, landscaped courtyards, and to minimize exposure to the railroad traffic on the north, although some mountain views over the city would be provided. Building separations would be established to maintain a sense of openness and to allow residents to experience the surrounding landscaping and water features. The architectural character would be in the Mediterranean tradition typical of Santa Barbara.

The two hundred condominium units would range in size from approximately 1400 to 2000 square feet and would have an average selling price of \$250,000. Most would have two or three bedrooms plus a den, two to two and one half baths, living room, separate formal dining room, kitchen and laundry facilities, and a private patio or balcony. Some units would be flats and some two story townhouses (in the proportion of about 75 percent flats, although the exact mix has not been determined). All units would extend through the building, providing cross ventilation and two orientations. Openings facing the railroad would be studied to take advantage of the mountain views while minimizing the view and noise of the railroad in the foreground. Roof patios would be provided on some buildings to afford better ocean and mountain views.

Building materials would be traditional or natural (e.g., wood, plaster, ceramic tile, or masonry). All fixtures and appliances would comply with state energy conservation criteria for water, power, and gas. In addition, security features would be provided, such as proper locks, intercoms, and peep holes.

Resident parking for approximately 400 cars would be in a single level underground garage having direct connection via stairs and elevators to a majority of the condominium buildings above. Guest parking would be on the surface, adjacent to the private road along the north side of the property, and would consist of approximately 91 spaces. Surface parking areas would comply with city ordinances regarding landscaping, and a continuous planting strip would be provided adjacent to the railroad property.

Security would be provided by means of a guardhouse located at the intersection of Carpinteria Street and the private road plus some form of control (not yet determined) at the east end of the site. Doors or gates to the garages would be operable by remote control transmitters in the residents' vehicles. The underground garage would be fully fire sprinklered in accordance with public codes and ordinances and fire access would be provided as mentioned in Section 3.13.

PROJECT ARCHITECTURE. In the architecture of the proposed structures, the applicant proposes a traditional Spanish colonial approach, reflecting the design that prevails in much of the city. Features would include an exterior of terra cotta floor tile, and Spanish style off white stucco plaster walls inside and out, pierced with fenestration. Skylights would provide natural light to the interiors and ceilings would be high beamed. Mission tile would be used on all sloping roofed areas. Architectural renderings of the buildings are shown in Section 3.4, Visual and Aesthetic Concerns.

PARK EXPANSION AND LANDSCAPING. As a product of negotiations between the applicant and the city in 1977, the proposed project would provide (1) dedication of a 2.76 acre parcel for expansion of Chase Palm Park, and (2) landscaping of private and city owned lands adjacent to the development (see Figure 2). To the west of Carpinteria Street, a total park expansion area of six areas would be created from the dedicated 2.76 acre parcel, the city owned 1.56 acre parcel adjacent to Santa Barbara Street, and the city owned 1.67 acre planting strip along Cabrillo Boulevard. The applicant would develop the entire area west of Carpinteria at his own expense, and would maintain park landscaping for the next five years. To the east of Carpinteria Street, the applicant would landscape the two acre city owned planting strip along Cabrillo Boulevard and would dedicate an additional 0.55 acres. This planting strip would be maintained in perpetuity.

In the entire strip along Cabrillo Boulevard, the healthy trees in the present screen planting would be saved and pruned. Rows of palm trees in the lawn would visually continue Chase Palm Park across the boulevard. Several existing mature palms would be relocated from the interior of the property and others

would be imported to the screen line of trees for an immediate effect. A sidewalk would meander through the trees along the north side of the street. Beds of flowers, trees, flowering shrubs and vines such as Bougainvillea would be provided by the applicant in this area.

The semi public areas around the hotel would have ponds, lawn, trees, paved terraces and decks for groups of people, and two swimming pools and tennis courts for recreation. A grass berm in front of the lowered tennis courts would be provided to screen the courts from Cabrillo Boulevard and to act as a windbreak. Plantings would consist of trees, flowering shrubs and vines, and beds of flowers. The private areas within the condominiums would consist of a series of spaces connected with a continuous, wide, east/west "turf crete" promenade, along which flowers, shrubs and trees would be planted.

OPTIONAL SENIOR CITIZEN HOUSING. To respond to city's and Coastal Commission's priorities for low and moderate income housing the applicant has developed an optional plan for senior citizens' low and moderate housing units on the project site. As proposed in this option, the applicant would dedicate additional land for development of 36 single bedroom units. Under the option, Carpinteria Street would be realigned perpendicular to Cabrillo Boulevard, as shown in Figure 2. This would expand the area west of Carpinteria to allow development of the 36 units while still providing a dedicated park expansion area of 3.22 acres (under this option, land area would be subtracted from the condominium parcel by the realignment of Carpinteria Street).

The 36 senior citizens' units would occupy approximately 0.46 acre, as shown Figure 2. The units would be provided in three story buildings with elevators. One building would also contain a recreation room for residents. Surface parking could be provided for 14 vehicles. Twenty four of the units would be oriented primarily toward the park, and the remaining 12 would look out onto a landscaped courtyard.

TABLE 1. AREAL COVERAGE OF PROJECT FACILITIES

FACILITY	COVERAGE (%)	AREA (SQUARE FEET)
<u>HOTEL-CONFERENCE CENTER</u>		
TOTAL SITE AREA (16.72 acres)		728,233
Paved	13.4	97,245
Ground Floor Building Area	35.6	259,511
Landscaped/Recreation	51.0	371,567
UNDERGROUND GARAGE		362,350
Garage (1000 cars)		355,650
Ramps		6,700
TOTAL BUILDING FLOOR AREA ¹		421,910
Guest Rooms (500)		226,158
Food and Beverage Facilities		31,052
Coffee Shop (225 seats)	6,432	
Gourmet Restaurant (150 seats)	4,500	
Lobby Bar (150 seats)	4,320	
Hide-Away Bar (35 seats)	600	
Cocktail Lounge (150 seats)	3,000	
Employee Cafeteria (100 seats)	1,200	
Main Kitchen	11,000	
Lobby		12,000
Banquet Facilities (Ground Floor)		52,500
Main Ballroom	20,000	
Junior Ballroom	10,000	
Pre-Function	16,500	
Meeting Rooms (6)	6,000	
Banquet Facilities (Second Floor)		10,000
Administrative		7,400
Front Office	1,500	
Sales and Administration	4,000	
Accounting	1,900	
Retail Space		12,000
Back-of-the-House		18,000
Maintenance/Engineering	1,600	
Receiving	2,400	
Laundry	5,000	
Housekeeping	4,000	
Locker Room	2,400	
Storage	2,600	

TABLE 1 (continued). AREAL COVERAGE OF PROJECT FACILITIES

FACILITY	COVERAGE (%)	AREA (SQUARE FEET)
Miscellaneous		52,800
Exterior Covered Areas		11,000
Front Porte Cochere		3,000
Rear Entrance/Delivery		5,000
Covered Walks		3,000
Terraces		8,450
Tennis Court Recreation Building		1,500
Wood Deck at Recreation Building		3,350
Tennis Courts (2.50 acres)	15	108,000 ²
Plaza		13,024
Pools/Ponds		22,900
Swimming Pool		2,600
<u>CONDOMINIUMS</u> (200 units)		
TOTAL SITE AREA (12 87 acres) ³		560,617
Paved (for auto use)	11.9	66,500
Ground Floor Building Area	24.4	136,925
Landscaped/Recreation	63.7	357,192
TOTAL BUILDING FLOOR AREA ¹		373,036
UNDERGROUND GARAGE (400 spaces)		163,900
<u>PARK EXPANSION</u> ⁴		
DEDICATED PARCEL (3.31 acres)		
CITY PARCEL (1.56 acres)		
CITY PLANTING STRIP		
West of Carpinteria ²	(1.67 acres)	
East of Carpinteria ²	(2.04 acres)	
Source: Edwards-Pitman, 1978		

TABLE 1 (continued). AREAL COVERAGE OF PROJECT FACILITIES

FACILITY	COVERAGE (%)	AREA (SQUARE FEET)
<u>SENIOR (LOW OR MODERATE INCOME) HOUSING</u> ⁵		
TOTAL SITE AREA (0.46 acres) ⁶		20,000
Paved (for auto use)	29.0	5,800
Ground Floor Building Area	37.5	7,500
Landscaped/Other	33.5	6,700
<p>1 All floors except garage</p> <p>2 Estimate</p> <p>3 Privately owned land west of tennis courts and east of Carpinteria Street</p> <p>4 Refer to discussion and Figure 2</p> <p>5 Optional; not a part of proposed project. Refer to discussion</p> <p>6 Refer to Figure 2. If this option is implemented, this 0.46 acres would be subtracted from condominium parcel. Dedicated park area would still be 3.31 acres.</p> <p>Source: Edwards-Pitman, 1978</p>		

1.3 APPLICANT'S PROJECT JUSTIFICATION

EIR guidelines prepared pursuant to the California Environmental Quality Act permit the project applicant to submit a statement for inclusion in the project EIR. Material submitted by the applicant (American Tradition Company, 1979) consists of (1) a chronology of the project history in the City of Santa Barbara, and (2) a statement declaring the suitability of the project to meet community needs and goals. Information presented in this subsection is the sole responsibility of the project applicant and does not necessarily represent the findings of the EIR preparers, as presented in Sections 2 and 3.

PROJECT HISTORY*

1. In the early part of the 1970's, a development team of Southern Pacific and American Communities presented a development plan consisting of a 1000 room hotel on the western portion of the property and commercial uses on the eastern part of the property. Although this plan was consistent with the zoning on the property, (M-1 and a small piece of C-2) it was not consistent with the General Plan which shows a realignment of Cabrillo Boulevard, expansion of Chase Palm Park, extension of Salsipuedes Street to Cabrillo Boulevard and hotel or residential uses on the eastern portion of the property. Moreover, this plan did not conform to the Redevelopment Agency's Land Use Plan.

This plan was defeated because no consideration was given to the expansion of Chase Palm Park and because a 1000 room hotel was not "Santa Barbara size", as expressed by citizen groups and the city.

2. In 1972, the above plan was revised. The revised plan contained a 500 room hotel in the center of the property, commercial uses on the eastern portion of the property, and left the western portion of the property to be developed later as a possible expansion of the hotel.

Again, the plan was defeated because it did not speak to the Chase Palm Park issue and Redevelopment Plan.

* Source: American Tradition Company, 1979

3. The plan was revised again. Cabrillo Boulevard was shown as realigned and the hotel was located on the seaward side of the realigned roadway, in conjunction with some commercial uses on the easterly portion of the property.

Once more, the citizens and the city defeated this concept because it did not speak to the Chase Palm Park issue in any way and it was felt that the hotel would intrude on beach use.

4. During 1974 or 1975 the project was halted because of legal difficulties between American Communities and Southern Pacific. Also during this time the City of Santa Barbara abandoned several paper streets located within the project site and traded them to Southern Pacific for fee ownership in real property. One street abandoned was Salsipuedes. Part of the fee ownership traded to the city was the 1.56 acres located on the westerly end of the property.
5. In 1976 the project was revised again, this time by the Hyatt Corporation. This plan was for a 500 room hotel in the center of the property. The westerly portion and the easterly portion of the property were to remain undeveloped. At this time the easterly portion was optioned to Mr. Parker.

This plan was approved in concept by the City Council in the fall of 1976.

On February 22, 1977, during a council meeting, the Hyatt plan was discussed. Because of the wishes of the community, the site of the (conceptually) approved hotel was moved easterly and on to Mr. Parker's property. Conceptual approval was received for the hotel on this site.

When the above plan received public comment, it was attacked for two reasons: (1) It did not speak to the Chase Palm Park issue in any way, and (2) What was Mr. Parker going to do with the property he controlled? In approving (in concept) the project on Mr. Parker's property confusion arose and ultimately it was decided by all these parties involved that Mr. Parker would develop the entire property.

Source: American Tradition Company, 1979

APPLICANT STATEMENT*

As one can see by the history of the development of this property, there is an inconsistency between the zoning on the property, the General Plan, the Redevelopment Agency Plan, and the wishes of the community.

The property is zoned M-1 and a small portion C-2. This allows hotel and commercial but is inconsistent with the General Plan because on the easterly portion of the property the General Plan calls for hotel or residential. This portion would have to be rezoned R-4 to allow residential, not hotel. The hotel can be built under M-1 zoning.

The Redevelopment Plan, also, has the same problem. The zoning and uses are inconsistent as they relate to the residential use.

A new plan must speak to the Chase Palm Park issue. Mr. Parker met many times with the directors of the Committee for Santa Barbara to seek their support (letter on file). Thus a series of interlocking compromises evolved. Mr. Parker would develop and maintain for five years an expansion of Chase Palm Park on the easterly portion of the property of approximately seven acres. The project would maintain in perpetuity the city owned planting strip along Cabrillo Boulevard of approximately 1.5 acres. Therefore, the project would fulfill the requirement of the Redevelopment Plan and community interest of an expanded park of approximately 8.5 acres. None of the prior plans accomplished this. This now develops the westerly portion of the property between Santa Barbara Street and Carpenteria Street.

Now we ask--what can be developed on the balance of the project? We must still keep in mind the history of the former projects, the zoning, General Plan and Redevelopment Plan, and community interest.

Because the city and the community did not want the hotel directly on the beach, we must assume that the realignment of Cabrillo Boulevard is not wanted. Therefore, the General Plan and Redevelopment Plan must be reconciled. Further,

Source: American Tradition Company, 1979

the city abandoned Salsipuedes Street on the project site. This also must be reconciled. So we see that, the ideal plan must honor these changes.

What uses are available to the new development on the balance of the property?

The zoning is M-1. A hotel can be built on the center portion of the property, but it conflicts with a much larger possible expansion of Chase Palm Park. Therefore, the competing uses for this area are both public uses, and the trade offs must be analyzed.

The easterly portion of the property is also zoned M-1 and a small piece is C-2. The area would also allow a hotel but the zoning conflicts with the General Plan and the Redevelopment Plan as well. To be consistent it must be rezoned to R-4 to allow hotel or residential.

You may ask why not use the center and easterly portion for the hotel. You have to remember that a 1000 room hotel was defeated by the city and the citizens; therefore, a 500 room hotel. This does not use the balance of the property so that an economical approach can be used. If not a hotel -- what? We look to the General Plan and see that a residential use is allowed, but it must be rezoned to R-4.

We have now developed a plan that is in conformance with the General Plan, the Redevelopment Plan, and by rezoning the easterly portion, the zoning.

In order to bring the zoning to conform to the General Plan and the Redevelopment Plan, the easterly portion of the property must be rezoned to R-4. These changes have not occurred prior to Mr. Parker's plan because generally the cities wait until a development plan is presented before they are changed.

Now we ask why Mr. Parker presented a plan showing the residential element in the center of the project and the hotel on the easterly portion (Unanimously approved in concept by the city in 1978).

Source: American Tradition Company, 1979

We must remember that the citizens and the city wanted the hotel on the easterly portion of the property (as approved in concept by the city in 1977). It seems to make planning sense to locate the hotel on the easterly portion when you take traffic into consideration.

Mr. Parker took over the project with the hotel location on the easterly portion as a given (with the city's conceptional approval). If that had not happened, the competing use for a larger Chase Palm Park would be aimed at the hotel not at the residential use.

Source: American Tradition Company, 1979

1.4 PROJECT OBJECTIVES

The proposed Hotel-Conference Center would be located within the Redevelopment Area of the City of Santa Barbara, as well as within the California coastal zone. City objectives for the Hotel-Conference Center are reflected in the recently adopted Redevelopment Plan, as well as the city General Plan. According to the General Plan, the Hotel-Conference Center would be intended to stimulate additional tourism in the City of Santa Barbara by attracting persons and groups who presently bypass the area because of the lack of adequate conference facilities. Additional revenues to the city in the form of increased taxes based upon a higher assessed value of the site are expected to make up a major proportion of the total CCRP incremental revenues.

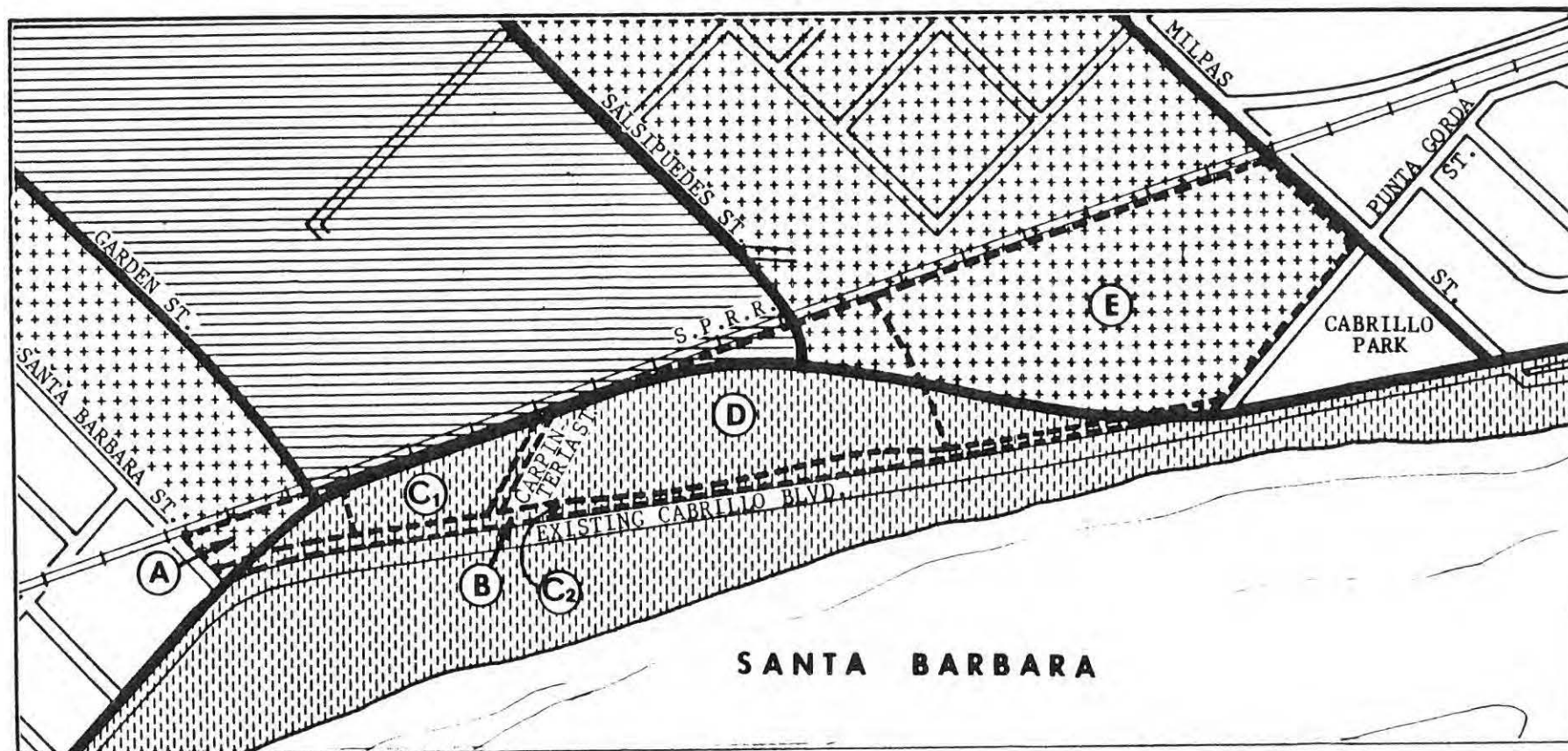
Additional city objectives are that the Hotel-Conference Center be established as a self contained resort hotel. In accordance with the General Plan the development would be low profile and in character with the rest of the city, especially the waterfront. The design would include generously landscaped open space and provisions to minimize automobile usage within the complex. A shuttle system connecting the hotel with other shoreline and central business district activities should be included to reduce automobile usage by hotel guests. General Plan goals for the Hotel-Conference Center are to improve the quality of the beachfront as a tourist and visitor attraction.

The Coastal Act provides objectives as set forth in Chapter 1, Section 30001.5:

- (a) Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.
- (b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- (c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.
- (d) Assure priority for coastal dependent development over other development on the coast.
- (e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

Coastal Act policies related to new development, recreation and visitor serving facilities, housing, access, hazards, and public works are discussed generally in Section 3.2 and specifically in individual sections of this report.

The objective stated by the project applicant is to provide a quality development consistent with the planning framework of the City of Santa Barbara while still maintaining economic practicality.



LEGEND

EXISTING GENERAL PLAN MAP



Industrial Park



Palm Park



Hotel and Related Commerce,
Residential

PROPOSED PROJECT

ACREAGE

PARK EXPANSION	(A)	City Owned	= 1.56 Acre
	(B)	City Owned	= 1.67 Acre - West of Carpinteria St.
	(C ₁)	Dedicated	= 2.04 Acre - East of Carpinteria St.
	(C ₂)	Dedicated	= 2.76 Acre ¹
	(D)	Dedicated	= 0.55 Acre
	(E)	Condominiums	= 12.87 Acre
		Hotel-Conference Center	= 16.72 Acre

¹If approved as part of the project, an additional 0.46 acres would be dedicated for low and moderate income housing.

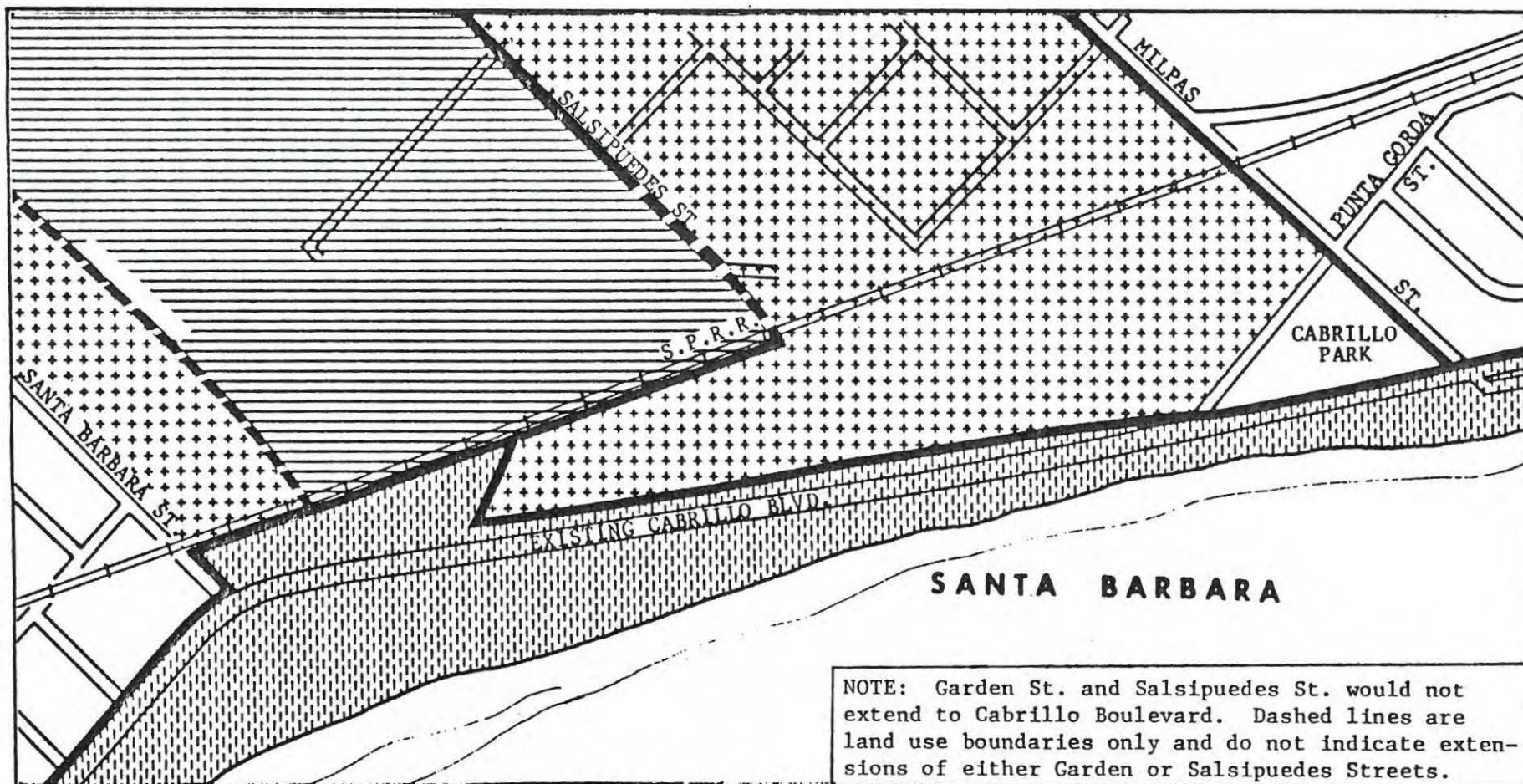


SCALE

1"=525'

earth metrics
1000 elwell court
palo alto, ca. 94303

FIGURE 3. SANTA BARBARA GENERAL PLAN MAP AND PROPOSED PROJECT



LEGEND



Industrial Park



Palm Park



Hotel and Related Commerce, Residential



SCALE

1"=525'

earth metrics

FIGURE 3a. PROPOSED GENERAL PLAN AMENDMENT

2. SUMMARY OF SIGNIFICANT PROJECT IMPACTS

The proposed Santa Barbara Park Plaza Hotel-Conference Center, condominium complex and Palm Park expansion is described in Section 1. The following summarizes the significant beneficial and adverse impacts of the project. Table 1a, Decision Maker Summary of Impacts and Issues, provides a listing of potential significant adverse impacts and mitigation measures which would reduce these impacts.

SUMMARY OF ACTIONS

1. The proposed amendment to the Land Use Element and Circulation Element of the General Plan would: 1) remove formerly proposed Cabrillo Boulevard realignment; 2) redesignate a portion of Palm Park to hotel and related commerce, residential; 3) remove extensions of Garden Street and Salispuedes Street to Cabrillo Boulevard intersections. (See Figures 3 and 3a.)
2. Request for zone change from M-1 and C-2 to R-4 to permit condominiums.
3. Additional approvals will be sought for: tentative tract map, conditional use permit for tennis courts, building and grading plans, landscaping and architecture.
4. Modification to the parking requirements of the Zoning Ordinance must be sought to allow fewer parking spaces for multi use developments. The Hotel-Conference Center would require 1245 spaces and only 1000 would be provided.
5. Variance to the Variable Density Ordinance must be sought to allow inclusion of the 2.76 acre park parcel in the density calculation for the senior units. The VDO permits only 11 units on 0.46 acres.
6. A development permit must be sought from the South Central Coast Regional Commission to construct the project. The city prepared preliminary draft

Coastal Zone Land Use Plan will include a specific land use plan for the project site, and must be approved by both the Regional and State Coastal Commissions.

BENEFICIAL IMPACTS

The project would conform with city objectives to develop the project area for tourist, recreational and residential activities. The project would make \$825,000 per year tax increment revenue available to the redevelopment agency. At least 20 percent of this amount, or \$165,000, would be used by the agency for provision of low and moderate income housing. Overall project revenue to the city would be well in excess of city costs for providing public services to the project.

The project would have architectural features and landscaping which would be compatible with the Spanish and Mediterranean themes of Santa Barbara. A total of 3.31 acres would be dedicated to the city for expansion of Palm Park. Tennis courts in the Hotel-Conference Center would be available to the public on a reservation and fee basis.

The project would provide 200 high income condominiums to the city housing stock. The \$165,000 tax increment revenue which would be available to the redevelopment agency for provision of low and moderate income homes would be the equivalent of approximately 50 units.

POTENTIAL SIGNIFICANT ADVERSE IMPACTS

Circulation and Parking

1. The project would generate over 7400 vehicle trips and 27,600 vehicle miles of travel per day. This would have a significant ^{adverse impact} ~~social cost~~ in terms of air pollutant emissions and energy consumption.
2. If a midblock crosswalk is constructed on Cabrillo Boulevard to serve users of the project, a future parking area, or the Arts and Crafts Show,

the level of service of the roadway would be lowered from A to C during weekend peak traffic periods.

3. The increase in peak hour traffic caused by the project would significantly reduce the presently poor level of service at U.S. Highway 101 grade level intersections with Santa Barbara, Anacapa, State and Chapala Streets. Several of these intersections would approach or exceed capacity. *This is a significant adverse impact.*
4. The increase in peak hour traffic caused by the project would reduce levels of service at the Milpas/Punta Gorda intersection (D to E or F), and Punta Gorda/Cabrillo intersection (A to C). Increased traffic loads would also be experienced on the Milpas/U.S. 101 on ramps and the Cabrillo/U.S. 101 on ramp, although operation would still be at level of service B or better.
5. On site parking facilities as proposed would not meet the requirements of the city Zoning Ordinance. A modification of the parking requirements of the Ordinance must be sought by the applicant. The Zoning Ordinance does not reflect multiple use considerations. Further study of the parking adequacy is needed before the request for a modification can be reviewed.
6. The project would not provide the 100 spaces of public parking recommended by the WATS report.
7. Use of the city owned 1.56 acre parcel for public parking spaces is being considered by the city. This would reduce the size of the park expansion area to about 7 acres total.
8. Existing level of transit service and proposed transit amenities of the project would not be sufficiently attractive to induce transit use at a level greater than one percent of total non-local trips. Increased transit use would be an essential strategy for reducing vehicle trips caused by the project.

9. The proposed bicycle and pedestrian path would not be an effective transportation link. A midblock signalized crosswalk on Cabrillo Boulevard or some equivalent measure may be necessary to allow for safe crossings during peak traffic hours. A signal would have an adverse visual impact.
10. The project would render two planned long term circulation measures less feasible: 1) the extension of Garden Street to Cabrillo Boulevard; 2) the extension of Salispuedes Street to Cabrillo Boulevard.

VISUAL AND AESTHETIC CONCERNS

1. Views of the mountains from Cabrillo Boulevard and East Beach would be somewhat decreased from certain locations. These views are an identified scenic resource of the city.
2. The project would construct structures in an open space area of high public visibility.

RECREATION

1. Increase in project induced use of East Beach and Palm Park would have a small to moderate adverse cumulative impact upon recreational use of these areas during weekend peak periods.
2. Midblock pedestrian crossings of Cabrillo Boulevard could worsen the existing pedestrian/auto conflict, particularly if the Arts and Crafts Show is relocated.
3. Additional park and recreation space and further expansion of Palm Park may be desired by the community.
4. The condominiums, hotel and restaurants would not be lower cost visitor serving facilities. The condominiums may not be considered a priority use as stated in Section 30222 of the Coastal Act.

HOUSING

1. Project construction would cause a short term increase in low and moderate income housing demand, approximately 20 to 40 units. This will increase existing city wide demand for about two years.
2. Project employees would need 60 to 100 low and moderate income units. The city has an identified low and moderate income housing need for renters, families and senior citizens.

CULTURAL RESOURCES

1. The project would require demolition of the roundhouse, a building of possible historic significance.

GEOLOGY AND TOPOGRAPHY

1. High occupancy structures would be constructed within an area of identified high seismic hazard.

NOISE

1. Proposed condominiums would be exposed to L_{dn} railroad noise in excess of the 60 dBA Standard set forth in the General Plan Noise Element.
2. Portions of the proposed hotel and park would be exposed to high L_{dn} railroad noise levels below the 65 and 70 dBA standards for these uses, respectively, as set forth in the General Plan Noise Element.

AIR QUALITY

1. Project related vehicle use would cause significant air pollutant emissions of organic gases and nitrogen oxides, precursors of photochemical oxidant. The project site is within a designated nonattainment area for oxidant.

ENERGY

1. The project would consume 240,000 KWH/month electricity. The utility's ability to meet peak power demands may become marginal by 1981.
2. The project would consume 60,000 therms/month of natural gas. California is running short of this clean burning energy resource.
3. Project related vehicles would consume a significant amount of petroleum fuel during the 18 month construction phase and would consume an estimated 1150 gallons/day of gasoline during project operation.

ECONOMICS

No potential significant adverse impacts are identified.

PUBLIC SERVICES AND UTILITIES

1. The project would consume 192 to 210 acre feet of water per year. The city faces a water shortage within the next ten years if new supplies are not developed.

GROWTH INDUCING IMPACTS

1. Construction of the project may temporarily increase demand for low and moderate income housing if construction employees are attracted to Santa Barbara from areas outside the city.
2. Employment opportunities created by the project and indirectly related sources could induce in-migration to Santa Barbara. Population growth could significantly impact the city's limited resources of low and moderate income housing and water supply.

TABLE 1a

DECISION MAKER SUMMARY OF SIGNIFICANT ISSUES AND IMPACTS

SIGNIFICANT ISSUES AND IMPACTS	SCOPE	PARTIAL MITIGATION OR ACTION	IMPLEMENTING PARTY	MITIGATED IMPACT
<u>3.2 Land Use and Planning Concerns</u>				
1. Proposed amendment to <u>General Plan</u> to:	water- front area	1a. Amend <u>General Plan</u> to conform with 1977 council action	City by Ap- plicant re- quest	<i>Amended <u>General Plan</u> and possible preclusion of options offered by previous designations</i>
i) remove formerly pro- posed Cabrillo Boule- vard realignment				
ii) redesignate a portion of Palm Park to Hotel and Related Commerce, Residential				
iii) remove extensions of Garden Street and Salsipuedes Street to Cabrillo Boulevard intersections				
2. Request for zone change from M-1 and C-2 to R-4 to permit condominiums	project site	2a. Rezone 2b. Modify project to conform with zoning	City by Ap- plicant re- quest	<i>Zoning in conformance with amended <u>General Plan</u> designations</i>
3. Approvals will be sought for: tentative tract map, conditional use permit for tennis courts, building and grading plans, landscaping and architecture				

DECISION MAKER SUMMARY OF SIGNIFICANT ISSUES AND IMPACTS

SIGNIFICANT ISSUES AND IMPACTS	SCOPE	PARTIAL MITIGATION OR ACTION	IMPLEMENTING PARTY	MITIGATED IMPACT
4. Request for modification to parking requirements of Zoning Ordinance to allow fewer spaces for multi use developments	City	4a. Modify parking criteria in Zoning Ordinance 4b. Provide more spaces as per zoning ordinance	City applicant	Conformance to zoning possible parking deficit to remain. Relief of parking deficit.
5. Request for variance to Variable Density Ordinance to allow inclusion of 2.76-acre park parcel in increased density calculation for 36 senior citizen units on 0.46 acre.	senior complex (project site)	5a. Include ^{3.31} 2.76 acre parcel in density determination 5b. Permit only 11 units on 0.46 acre	City by Applicant request	Non conformance with Zoning Ordinance. Conformance with Zoning Ordinance
6. Application for development permit from Regional Coastal Commission	project site	6. Approval, Denial, or Conditional approval	Regional Coastal Commission	
3.3 Circulation and Parking				
1. Project would generate 7400 vehicle trips/day and 27,600 vehicle miles of travel/day	City (project specific and cumulative)	1a. Implement WATS parking, transit and bicycle improvements 1b. Emphasis of non auto modes 1c. Reduce project scale	applicant applicant applicant	Partial mitigation. Partial mitigation. Partial mitigation. VMT reduction: 0-50%.
2. If midblock pedestrian walk constructed, Cabrillo Boulevard level of service (LOS) reduced from A to C	Cabrillo Boulevard	2a. Advise hotel guests to avoid Cabrillo in accessing CBD	applicant	Partial mitigation. LOS: B or C.

DECISION MAKER SUMMARY OF SIGNIFICANT ISSUES AND IMPACTS

SIGNIFICANT ISSUES AND IMPACTS	SCOPE	PARTIAL MITIGATION OR ACTION	IMPLEMENTING PARTY	MITIGATED IMPACT
3. Lowered level of service at U.S. 101 intersections	City (<i>project specific and cum- ulative</i>)	2b. Construct underground or above ground pedes- trian/bicycle crossing	applicant and City	Full mitigation.
		3a. Construct crosstown freeway	City, CALTRANS	Full mitigation.
		3b. Restripe U.S. 101 to six lanes through sig- nalized portion	City, CALTRANS	Short term mitigation to cumulative impact.
		3c. Delay development until crosstown freeway com- pleted	City	Full mitigation.
		3d. Parking, transit and bicycle strategies to reduce project vehicle miles of travel	City, applicant	Partial mitigation.
4. Lowered level of service at Milpas / Punta Gorda inter- section	water- front area	4a. Widen to provide right through and left turn lanes on southbound Milpas; provide left turn lane on Punta Gorda northbound	City, applicant	Full mitigation.
		4b. Mitigation 4a with signalization	City, <i>applicant</i>	Full mitigation.

DECISION MAKER SUMMARY OF SIGNIFICANT ISSUES AND IMPACTS

SIGNIFICANT ISSUES AND IMPACTS	SCOPE	PARTIAL MITIGATION OR ACTION	IMPLEMENTING PARTY	MITIGATED IMPACT
- Punta Gorda/Cabrillo intersection	water-front area	4c. Lengthen left turn lane on eastbound Cabrillo	City, CALTRANS, applicant	Partial mitigation. Net LOS impact: minor adverse.
- Milpas/U.S. 101 southbound	water-front area	4d. New right turn lane on Milpas northbound		Partial mitigation. Net LOS impact: minor adverse.
5. Request for modification of parking requirements of Zoning Ordinance	City	5a. Conduct study of multi use parking needs in other developments. Recommend appropriate modification.	City, applicant	Partial to full mitigation.
The proposed 1491 parking spaces may be insufficient to accommodate project parking needs.	project site	5b. Require provision of additional spaces on		Full mitigation.
		5c. Require additional transit services		Uncertain.
		5d. Reduce size of project	City, applicant	Full or partial mitigation.
		5e. Offsite parking lot or structure	City	
		5f. A parking study of a multi use facility to determine anticipated parking needs and adequacy to be done prior to approval.		

DECISION MAKER SUMMARY OF SIGNIFICANT ISSUES AND IMPACTS

SIGNIFICANT ISSUES AND IMPACTS	SCOPE	PARTIAL MITIGATION OR ACTION	IMPLEMENTING PARTY	MITIGATED IMPACT
7. Competing needs for land among (1) applicant proposed park expansion on city owned 1.56 acre parcel, (2) City proposed parking area on 1.56 acre parcel, (3) WATS proposed requirement that the Hotel-Conference Center provide 100 public spaces	project site	7a. Approve project with use of city parcel for parking plus .75 acre for additional 100 spaces	City, applicant	Full mitigation of parking need. Park expansion acreage West of Carpinteria: 3.7.
		7b. Deny or reduce condominiums in size. Develop 100 spaces on Carpinteria Street.	City, applicant	Full mitigation. Total park expansion acreage: 4.4 to 17.
		7c. Implement WATS second best measures (Transportation Center parking lot and State Street shuttle)	City	Partial mitigation. Uncertain.
		7d. Parking garage west of Santa Barbara Street	City, applicant	Full mitigation.
8. Mass transit would not effectively reduce vehicle miles traveled by project users	City	8a. Improve MTD service to project site	City, MTD	Partial mitigation.
		8b. State Street people mover, improved MTD service, connect Transportation Center to shuttle bus system.	City, MTD	Partial mitigation.
		8c. Encourage non auto modes (1b)	applicant	Partial mitigation.

DECISION MAKER SUMMARY OF SIGNIFICANT ISSUES AND IMPACTS

SIGNIFICANT ISSUES AND IMPACTS	SCOPE	PARTIAL MITIGATION OR ACTION	IMPLEMENTING PARTY	MITIGATED IMPACT
9. Cabrillo Boulevard appearance affected by Carpinteria Street intersection and signalized midblock crosswalk	Cabrillo Boulevard	9a. Landscape, restrict Carpinteria roadway width near intersection	applicant	Partial mitigation.
		9b. Construct crosswalk 500 ft. west of Punta Gorda Street. Use tastefully designed signal standards.	applicant, City, CALTRANS	Partial mitigation.
		9c. Underground Pedestrian tunnel	applicant, City, CALTRANS	Partial mitigation.
		Pedestrian bridge	applicant, City, CALTRANS	Partial mitigation. Possible adverse visual impact.
10. Project would interfere with future extension of Garden and Salsipuedes Streets to Cabrillo Boulevard	water-front area	10a. Extend Garden Street to intersect Santa Barbara Street north of tracks	City	Full mitigation.
		Extend Salsipuedes Street to Cabrillo via Carpinteria Street. Widen if necessary.	City	Full mitigation.

DECISION MAKER SUMMARY OF SIGNIFICANT ISSUES AND IMPACTS

SIGNIFICANT ISSUES AND IMPACTS	SCOPE	PARTIAL MITIGATION OR ACTION	IMPLEMENTING PARTY	MITIGATED IMPACT
<u>3.4 Visual and Aesthetic Concerns</u>				
1. Views of the mountains from Cabrillo Boulevard somewhat decreased from certain lo- cations	Cabrillo Boule- vard, East Beach	1a. Provide view corridors through park and tennis court areas (PROPOSED)	applicant	Partial mitigation. See Figure 8.
		1b. Limit building height to one or two stories	applicant	Partial mitigation. Approximate 15 percent increase in views from a limited area
		1c. Lower density project with north/south building orientation	applicant	Partial mitigation. Greater increase in viewing opportunity than for 1b.
		1d. Use condominium parcel as open space	applicant	Partial mitigation.
2. Project would construct structures in an open space area of high public visi- bility	Palm Park, East Beach, Cabrillo Boule- vard	2a. Screen unattractive areas (PROPOSED)	applicant	Partial mitigation.
		2b. Landscape (PROPOSED)	applicant	Partial mitigation.
		2c. Minimize signage	applicant	Partial mitigation.
		2d. Drought resistant na- tive plants and shrubs	applicant	Partial mitigation.
		2e. Mitigations 1c and 1d	applicant	As above.

DECISION MAKER SUMMARY OF SIGNIFICANT ISSUES AND IMPACTS

SIGNIFICANT ISSUES AND IMPACTS	SCOPE	PARTIAL MITIGATION OR ACTION	IMPLEMENTING PARTY	MITIGATED IMPACT
<u>3.5 Recreation</u>				
1. Project users would impact congested beach areas during peak periods	Palm Park, East Beach	1a. 8.5 acre park expansion (PROPOSED)	applicant, City	Uncertain.
		1b. 8.5 acre park expansion plus 1.56 acre parking lot	applicant City	Uncertain.
		1c. 10 to 20 acre park or beach expansion through purchase agreement	applicant, City, State and Federal sponsors	Uncertain.
		1d. Reduce user demand by reducing hotel site	applicant	Uncertain.
2. Pedestrian crossings of Cabrillo Boulevard may pose a safety hazard during peak periods	Cabrillo Boulevard, Palm Park	2a. Install midblock crosswalk	applicant, City, CALTRANS	Full mitigation.
		2b. Install pedestrian tunnel or bridge	applicant, City, CALTRANS	Full mitigation.
3. Additional park and recreation space and further expansion of Palm Park may be desired by the community	Palm Park	3a. Mitigations 1a, 1b, 1c		As above.

DECISION MAKER SUMMARY OF SIGNIFICANT ISSUES AND IMPACTS

SIGNIFICANT ISSUES AND IMPACTS	SCOPE	PARTIAL MITIGATION OR ACTION	IMPLEMENTING PARTY	MITIGATED IMPACT
4. Condominiums, hotel and restaurants would not be lower cost visitor serving facilities	project site	4a. Provide lower cost visitor serving facilities: 8.5 acre park expansion, reservation and fee tennis courts (PROPOSED)	applicant	Partial mitigation.
		4b. No condominiums, lower cost hotel and restaurants, larger park expansion, tennis courts	applicant	Full mitigation.
<u>3.6 Housing</u>				
1. Construction employees would increase low-moderate (L-M) income housing demand, approximately 20 to 40 units	City and surrounding area (project specific and cumulative)	1a. During construction period, provide appropriate number of L-M income units elsewhere in city	applicant	Partial or full mitigation.
		1b. Require use of local contractors with local employees	applicant	Uncertain.
2. Project employees would increase L-M income housing demand, approximately 60 to 100 units	City and surrounding area	2a. Minimum of \$165,000 yearly revenue for provision of L-M income	Redevelopment Agency	Partial mitigation. Equivalent to about 50 L-M income homes.
		2b. Dedication of land for construction of 36 L-M income condominiums on site (PROPOSED OPTION)	applicant	Partial mitigation. Equivalent to about 4 L-M income homes.

DECISION MAKER SUMMARY OF SIGNIFICANT ISSUES AND IMPACTS

SIGNIFICANT ISSUES AND IMPACTS	SCOPE	PARTIAL MITIGATION OR ACTION	IMPLEMENTING PARTY	MITIGATED IMPACT
		2c. Require new fees to be used in providing L-M income housing	City, applicant	Partial or full mitigation. Provision of one L-M income home requires about \$3500/yr.
		2d. Conduct <i>Construct</i> 36 L-M income units on site	applicant	Partial or full mitigation. Mitigations 2a and 2d equivalent to about 86 L-M income homes.
		2e. Provide rental or L-M income units on or off site. Number of units negotiable by City.	City, applicant	Partial or full mitigation.
		2f. Reduce 200 condominiums in size to provide for housing mix on site	City, applicant	Partial mitigation.
		2g. Section 8: 2a, 2b		
3. Project would not provide sufficient L-M income housing within the Coastal Zone. Project should respond to city needs for L-M income rentals, family and senior citizen housing.	Coastal Zone	3a. Direct \$165,000 Redevelopment Agency revenue to provide L-M income housing in Coastal Zone	City, Redevelopment Agency	Partial mitigation. Equivalent to about 50 units.
		3b. <i>Direct 20-100% tax increment funds to housing</i>	City	<i>Partial to full mitigation - 50 to 200 units</i>

DECISION MAKER SUMMARY OF SIGNIFICANT ISSUES AND IMPACTS

SIGNIFICANT ISSUES AND IMPACTS	SCOPE	PARTIAL MITIGATION OR ACTION	IMPLEMENTATION PARTY	MITIGATED IMPACT
		3b. Require on site provision of L-M income housing for renters, families and senior citizens. Number of units determined by <u>Coastal Zone Land Use Plan.</u>	City, Coastal Commission, applicant	Partial or full mitigation.
		3c. Require mix of L-M income family and senior citizen units on site in proportion to need in city	City, Coastal Commission, applicant	Partial or full mitigation. Mitigations 3a and 3c equivalent to about 86 total L-M income homes.
<u>3.7 Cultural Resources</u>				
1. Project would demolish Roundhouse-- It is under-terminated-whether-the Roundhouse-is-historically significant , which has been identified as a significant local resource.	project site	1a. Evaluate historic value of Roundhouse	State Historic Preservation Officer	
		1b. Assess feasibility of relocation	City, applicant	
		1c. Require preservation and/or rehabilitation	City, applicant	Full mitigation.
		1d. Document historic and architectural values prior to demolition	Local, State, Federal his- torians	Full or partial mitigation.

DECISION MAKER SUMMARY OF SIGNIFICANT ISSUES AND IMPACTS

SIGNIFICANT ISSUES AND IMPACTS	SCOPE	PARTIAL MITIGATION OR ACTION	IMPLEMENTING PARTY	MITIGATED IMPACT
<u>3.8 Geology and Topography</u>				
1. High occupancy structures constructed within area of high seismic hazard	project site	1a. Retain independent engineering geologist to review structural plan and make design recommendations. <i>Addendum to Geotechnical Investigation to be performed and evaluated independently</i>	City, applicant	Full mitigation must be assured for project approval.
<u>3.9 Noise</u>				
1. Condominiums would be exposed to high railroad noise in excess of the <u>Noise Element</u> standard	project site	1a. Condominium rear walls of solid masonry with few doors or windows	applicant	Partial mitigation. (For 1a and 1b interior noise levels maintained below L _{dn} 45 dBA
		1b. Soundproofing features included in building designs	applicant	Partial mitigation.
		1c. Use courtyard configuration for noise shielding	applicant (PROPOSED)	Partial mitigation. L _{dn} in enclosed courtyard approximately 57-63 dBA. L _{dn} in condominiums swimming pool about 60-70 dBA.
		1d. Realign SP tracks	City, Southern Pacific, CALTRANS	Full mitigation.

DECISION MAKER SUMMARY OF SIGNIFICANT ISSUES AND IMPACTS

SIGNIFICANT ISSUES AND IMPACTS	SCOPE	PARTIAL MITIGATION OR ACTION	IMPLEMENTING PARTY	MITIGATED IMPACT
2. Portions of hotel and park exposed to high noise levels	project site	2a. Mitigations 1a, 1b, and 1d		As above.
		2b. Design hotel buildings with added acoustical shielding (PROPOSED)		Partial mitigation. Exterior L _{dn} noise levels in courtyards about 55 to 62 dBA.
<u>3.10 Air Quality and Meteorology</u>				
1. Project vehicle use would emit smog forming air pol- lutants. Project site is within designated nonat- tainment area for oxidant.	South Coast Air Basin (<i>project specific and cum- ulative</i>)	1a. Airport shuttle (PROPOSED)	applicant	Partial mitigation.
		1b. Improve MTD service, people mover, encour- age non auto modes	City, MTD	Partial mitigation. Reduction of hydrocarbon emissions: 5-20%.
		1c. Reduce project scale	applicant	Partial to full mitigation. Reduction of HC: 0-50%.
<u>3.11 Energy</u>				
1. Project would consume 240,000 KWH/mo. electricity	State South Coast Region	1a. Minimize lighting demand (conservation plan)	applicant	Partial mitigation. Estimated reduction of power use: 1%.
		1b. Minimize lighting de- mand (fluorescent and natural lighting)	applicant	Partial mitigation. Estimated reduction of power use: 1%.

DECISION MAKER SUMMARY OF SIGNIFICANT ISSUES AND IMPACTS

SIGNIFICANT ISSUES AND IMPACTS	SCOPE	PARTIAL MITIGATION OR ACTION	IMPLEMENTING PARTY	MITIGATED IMPACT
2. Project would consume 60,000 therms/mo. natural gas	State	1c. Passive cooling, natural ventilation, no air conditioning, insulation	applicant	Partial mitigation. Estimated reduction of power use: 3-7%.
		1d. Energy conserving appliances	applicant	Partial mitigation. Estimated reduction of power use: 1-2%.
		2a. Passive solar features	applicant	Partial mitigation.
		2b. Active solar features	applicant	Partial mitigation. Estimated reduction of gas use for 1a, 2a, 2b: 10-50%.
		2c. Appoint energy advisory committee, develop conservation plan	City, applicant	Partial mitigation.
<u>3.13 Public Services and Utilities</u>				
1. Project would consume 192 to 210 acre feet of water per year	City service area	1a. Water conserving fixtures. S.B. County Ordinance 2948 requirements. (PROPOSED)	applicant	Partial mitigation. Reduction in water demand: 15%. (Included in use estimate.)
		1b. Fixtures more water conserving than S.B. County Ordinance 2948	applicant	Partial mitigation. Reduction in water demand: 5-15%.

DECISION MAKER SUMMARY OF SIGNIFICANT ISSUES AND IMPACTS

SIGNIFICANT ISSUES AND IMPACTS	SCOPE	PARTIAL MITIGATION OR ACTION	IMPLEMENTING PARTY	MITIGATED IMPACT
		1c. Drought tolerant vegetation	applicant	Partial mitigation. Reduction in water demand: 10%.
		1d. Irrigate with reclaimed wastewater	applicant <i>in conjunction with city</i>	Partial mitigation. Reduction in water de- mand of 1c and 1d: 20%.
2. Fire flow requirement would exceed maximum specified in proposed City Ordinance	City	2a. Design buildings to require only 4000 gpm	applicant	Full mitigation.
<u>8. Growth Inducing Impacts</u>				
1. Project construction may temporarily increase demand for low and moderate income housing	City	1a. Section 3.6: 1a, 1b	applicant	Partial or full mitigation.
2. Employment opportunities created and induced by project could cause immi- gration to Santa Barbara	City	2a. In-city recruitment and training (high income personnel)	applicant	Uncertain.
		2b. In-city recruitment and training (low-moderate income personnel)	applicant	Uncertain.
		2c. Reduce project scale	applicant	Uncertain.

3. EFFECTS DETERMINED TO BE SIGNIFICANT OR POSSIBLY SIGNIFICANT:

SETTING, IMPACTS AND MITIGATIONS

3.1 APPLICABLE PLANS AND POLICIES

The following city, regional and state plans are relevant to the proposed project:

Santa Barbara General Plan, Redevelopment Plan and Coastal Zone Land Use Plan. These plans contain city land use policy. The relation of each to the project is described in Section 3.2, Land Use and Planning Concerns.

Transportation Management Program. This program is being developed for the City of Santa Barbara Redevelopment Area, which includes the project site.

The Waterfront Area Transportation Study (WATS) was developed as one component of the TMP and recommends specific circulating and parking improvement measures for the project vicinity. Further discussion is found in Section 3.3, Circulation and Parking.

Regional Transportation Plan. The RTP encompasses local air, road, rail, bike-way and transit plans and sets priorities for major projects. The California Department of Transportation (CALTRANS) plan for a crosstown freeway improvement project near the project site will become a major element of the RTP. This is discussed in Section 3.3.

Regional Housing and Land Use Plan. This plan is prepared by the Area Planning Council to establish regional policies for land use, social and housing issues.

South Coast Air Quality Attainment Plan. This plan is developed by Santa Barbara County to attain federal air quality standards for oxidant, carbon monoxide and particulate in the South Coast Air Basin. The project site is within a nonattainment area for all three pollutants.

3.2 LAND USE AND PLANNING CONCERNS

EXISTING LAND USE AND CITY PLANS. The project site is located in the East Beach section of the City of Santa Barbara. Figure 4 shows the site location and existing land uses in the vicinity of the project site. The site is bounded by the Southern Pacific Railroad right of way to the north, by Cabrillo Boulevard to the south, by Punta Gorda Street to the east, and by a 1.56 acre parcel of city owned land adjacent to Santa Barbara Street to the west.

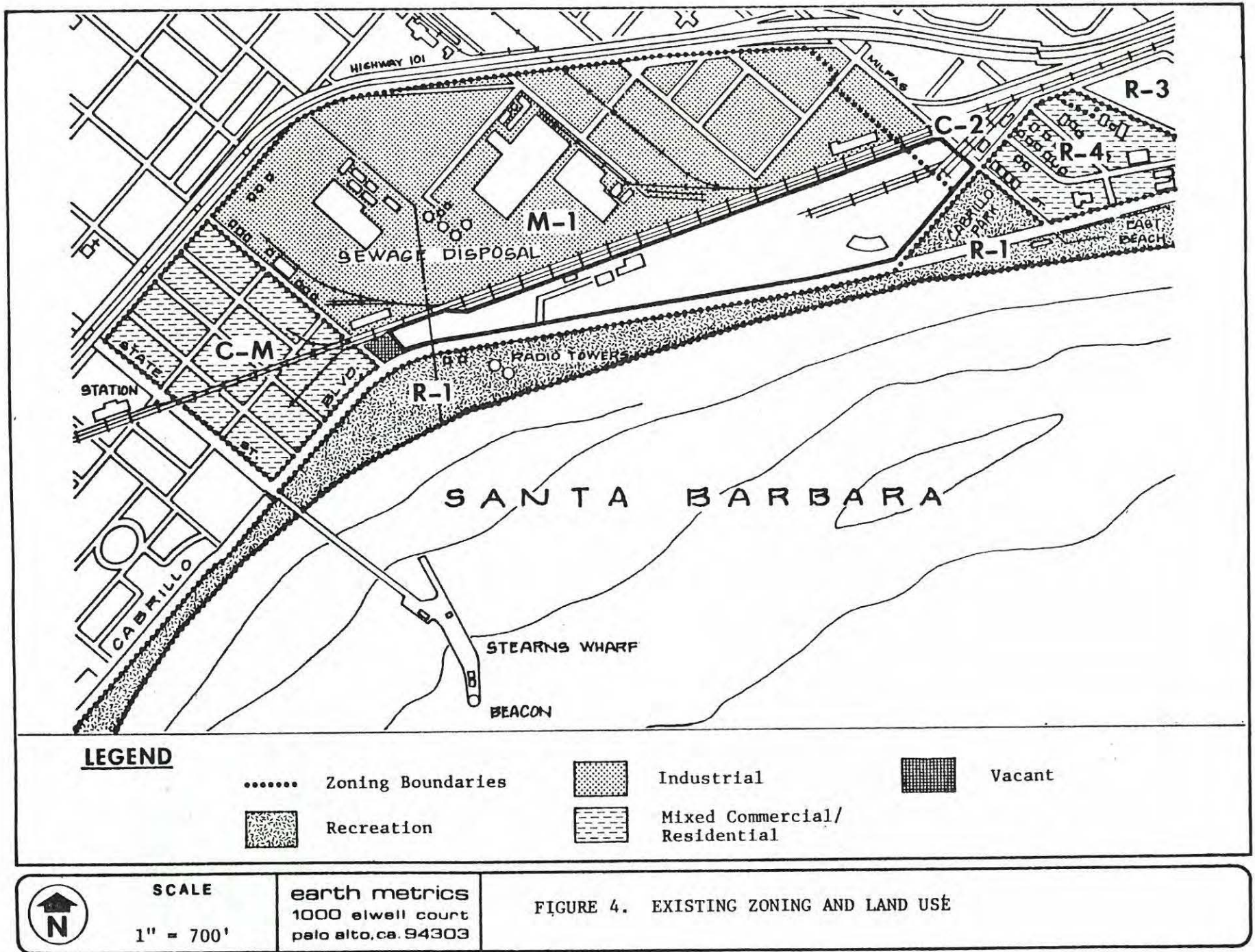
Land Use. The site is located in an area of varied land uses. East of the site is an area of single family residences interspersed with hotels. A produce store is located east of the site at the corner of Milpas and Punta Gorda Streets. There is a baseball diamond east of the site, in the triangle formed by Cabrillo Boulevard, Milpas, and Punta Gorda Streets. Further east along Cabrillo Boulevard is a zoo and the Andree Clark Bird Refuge.

The Southern Pacific right of way borders the site to the north. Between the railroad right of way and Highway 101 is an area of industrial uses. The city wastewater treatment plant is located in this area.

Adjacent to the site on the west is an undeveloped 1.56 acre parcel owned by the City of Santa Barbara. The parcel is proposed for parking facility use in the WATS Report (1979); this use is being reviewed by the city. Between Santa Barbara and State Streets is an area of mixed residential and commercial development. This area contains shops and restaurants, as well as residences. Stearns Wharf, presently closed to the public, is located southeast of the site at the foot of State Street. The Santa Barbara central business district is located northeast of the site.

Chase Palm Park is located south of the site. This is a linear park that extends east and west of the site along the shoreline. This park is used for a wide variety of recreational activities including hiking, bicycle riding, jogging, picnicking, swimming, sunbathing and dog walking. On Sundays, the Domingo Art Show is held in the park.

The project site itself contains three existing land uses. The Roundhouse, a building approximately 53 years old and of potential cultural significance, is



located near the corner of Punta Gorda and Cabrillo Boulevard (see Section 3.7). The northeastern portion of the site contains a lumber yard. Near the approximate center of the site and near the railroad right of way there is a large building housing a variety of commercial uses. A smaller building near Cabrillo Boulevard contains various retail uses.

Santa Barbara General Plan. Elements of the city General Plan which relate directly to the proposed project are: land use, circulation, scenic highways, transportation, open space, recreation and housing. Land use is a primary concern in the Central City Redevelopment Area, in which the project is located. The adopted Redevelopment Plan (discussed below) provides recommendations for various features of the Redevelopment Area, which include the project site. General land use policies affecting density and zoning are contained in the Land Use Element. The Circulation Element is directly applicable to the project because of the project's impact upon freeway intersections with cross streets as well as the scenic quality of Cabrillo Boulevard, and expansion of Chase Palm Park, and inshore realignment of Cabrillo Boulevard east of Santa Barbara Street. Discussions of parking goals for Cabrillo Boulevard and architectural standards for nearby buildings are also included in the Scenic Highways Element.

The Transportation Element deals with the Municipal Airport, to which the project would contribute a slight increase in air traffic and terminal overcrowding during peak hours (Section 3.4). Open Space and Park and Recreation Elements contain description of city goals for the Cabrillo Boulevard area, the shoreline and coastal bikeways. Finally, the Housing Element affects the proposed project, which would entail construction of 200 high income condominium units (discussed below).

LAND USE ELEMENT. ~~The city's General Plan map, shown in Figure 3, has been amended so that the land use designations conform to those in the Redevelopment Plan (Days, 1979).~~ The General Plan sets a maximum density for residential development of 12 dwelling units per acre. However, the General Plan also states that a greater density may be allowable under a variable density provision (Fischer, 1979). Subsequently, the city has enacted a variable density regulation in the Zoning Ordinance, which is discussed below.

~~The city's General Plan has been amended so that the land use designations conform to those in the Redevelopment Plan (Days, 1979).~~

In addition to land use designations and density standards, there are several goals expressed in the General Plan that are applicable to the proposed project. The General Plan stresses the importance of promoting business and conferences as well as serving vacationers and tourists. The General Plan also states that park development as an expansion of Chase Palm Park would be an appropriate land use in the area north of Cabrillo Boulevard between Santa Barbara and Milpas Streets. The plan stresses the importance of expanding Chase Palm Park because of the heavy use it receives.

Another goal which applies to this area is the emphasis on landscaping and retention of vegetation. The General Plan states that landscaping and maintenance shall be required in all developments and that the removal of substantial trees shall be limited.

CIRCULATION ELEMENT. The General Plan map indicates several formerly proposed roadway improvements in the project site. A realignment of Cabrillo Boulevard was originally included in the map to provide an expansion of Palm Park without the barrier effect of the roadway. This realigned road was to be joined by extensions of Garden and Salsipuedes Streets. A 1977 city council action removed the Cabrillo Boulevard realignment from the General Plan. Another city council action removed the extension of Salsipuedes Street in exchange for dedication to the city of the 1.56 acre parcel on the westernmost end of the project site (this agreement was made with the previous owner of the 1.56 acre parcel, Southern Pacific Land Company) (Davis, 1979). The General Plan map has never been changed to reflect these changes to the Circulation Element. A reason for this is that the formerly proposed roadways also serve as land use

boundaries; specific changes to designated land uses on the map (such as the proposed uses) have not been approved by the city.

SCENIC HIGHWAYS ELEMENT. The General Plan states that Cabrillo Boulevard from U.S. Highway 101 to Castillo Street is a potential State Scenic Highway within the guidelines of the California Scenic Highway Program, which was created in 1963 through the passage of SB 1467. The General Plan description of the experience available to users of this road, which passes the project site, includes the following:

"On the south, Cabrillo Boulevard borders East Beach, Palm Park, and the Santa Barbara Channel. The expansive view of the beach and water through the tall palm trees looks west toward Stearns Wharf and the harbor. This panorama is one of Santa Barbara's most treasured scenic resources."

The General Plan states that design guidelines should be developed to ensure that the scenic qualities of this route are preserved. As yet these guidelines have not been developed. However, Cabrillo Boulevard has been designated a scenic route in the city's Scenic Highway Element.

CONSERVATION ELEMENT. The Draft Conservation Element of the General Plan further reinforces the city's concern with maintaining the scenic quality of Chase Palm Beach and Cabrillo Boulevard. This document states that the northward side of Cabrillo Boulevard from Castillo Street to Los Patos Way should be designated a special design review district and that development restrictions, such as height and setbacks, should be established to ensure the preservation of views and view corridors from the beach toward the mountains.

HOUSING ELEMENT. The Housing Element was adopted by the City of Santa Barbara as a part of the General Plan in February, 1977. The Housing Element identifies housing problems and suggests solutions. Inadequate provision of rental housing was identified as a major problem in Santa Barbara. In addition it was found that 22.8 percent of the households in Santa Barbara in 1976 were living in inadequate housing conditions, had incomes at the low and moderate levels, and had a need for better housing facilities. To meet this need, the Housing Element set a goal of encouraging the construction of new housing for

middle, moderate, and low income households. Further information on housing problems may be found in Section 3.6.

Redevelopment Plan. A significant expression of city policy for the project site and its surrounding area is the Central City Redevelopment Plan. The recently adopted Redevelopment Plan designates land uses for the area, including the project site that lies within the Redevelopment Project area. The text of the amended Redevelopment Plan states that land use designations conform to the General Plan. Figure 5 shows the land use designations for the site as shown in the Redevelopment Plan. The city is presently considering implications of the 1977 council action that removed a proposed realignment of Cabrillo Boulevard from the General Plan. Previously removed was a proposed extension of Salsipuedes Street (Davis, 1979). The present Redevelopment Plan and General Plan maps (Figures 5 and 3, respectively) indicate these past considered roadways as approximate land use boundaries.

The Redevelopment Plan map designates an area roughly east of Salsipuedes Street to Milpas Street as Tourist Related Commercial and Residential and Related Facilities. This area is designated "4" on Figure 5, and is indicated on both sides of the Southern Pacific right of way. The railroad tracks would be relocated northward to the proposed transportation corridor.

Coastal Act and Coastal Zone Land Use Plan. The California Coastal Zone Conservation Act of 1972, as amended, provides for comprehensive planning for the coastal zone in Santa Barbara, which ranges inland to the north side of U.S. Highway 101. The project site is within the coastal zone and subject to Coastal Act requirements. One requirement affecting the study area is that a land use plan be developed by the city to interpret Coastal Act requirements for the City Coastal Zone. The draft Coastal Zone Land Use Plan was submitted on May 29, 1979 for public review.

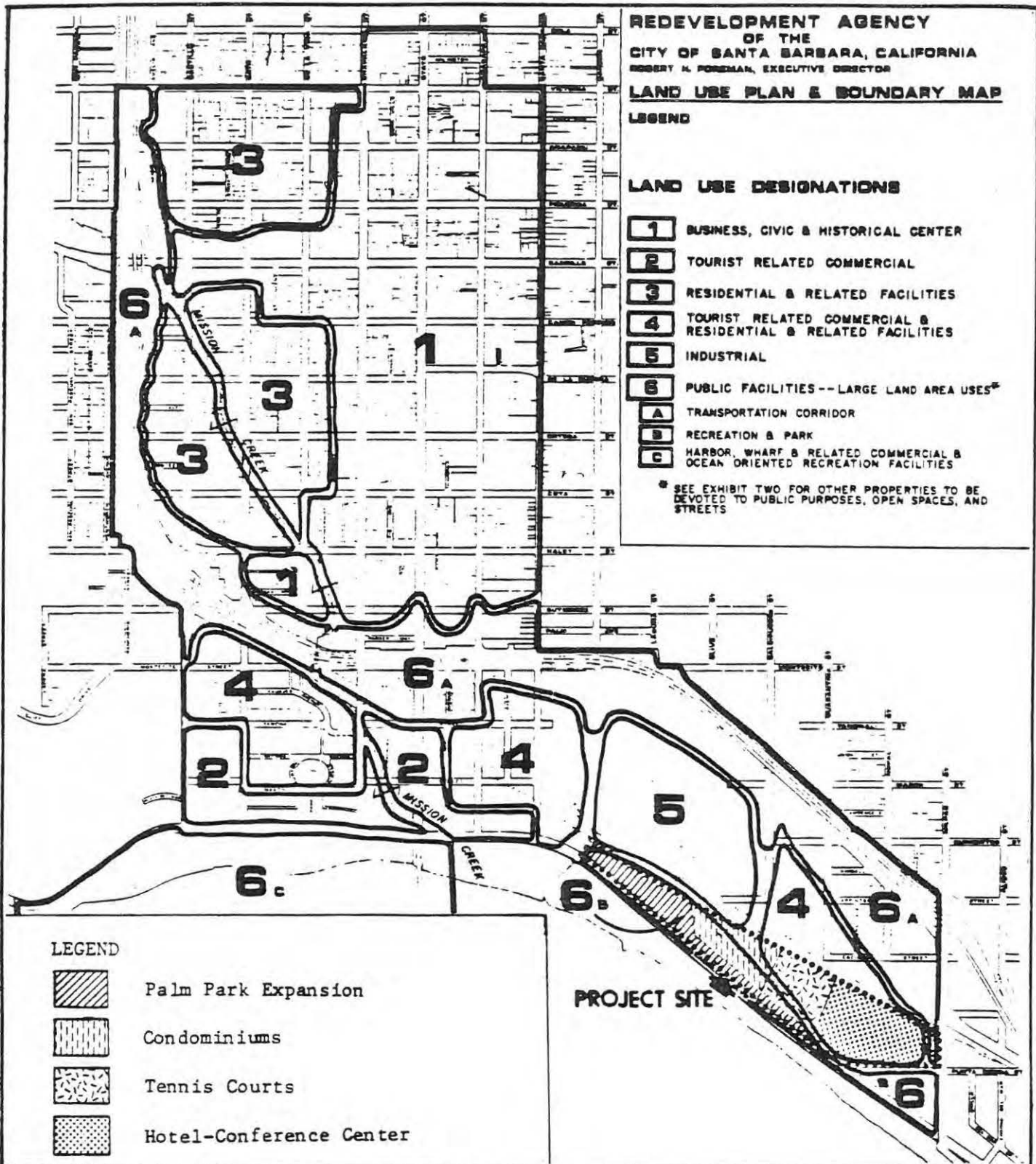
In the interim while the Coastal Zone Land Use Plan is being reviewed and adopted by the city, development in the coastal zone is regulated by the South Central Coast Regional Commission. Policies followed by the Commission are provided in Chapter 3 of the Coastal Act. Fuller interpretation of the Coastal Act requirements that affect the South Coast Region are provided by regional and statewide guidelines and policies for public access, housing and new development enforced by the South Central Coast Regional Commission.

**REDEVELOPMENT AGENCY
OF THE
CITY OF SANTA BARBARA, CALIFORNIA**
ROBERT M. FOREMAN, EXECUTIVE DIRECTOR
LAND USE PLAN & BOUNDARY MAP
LEGEND





LAND USE DESIGNATIONS

- 1** BUSINESS, CIVIC & HISTORICAL CENTER
- 2** TOURIST RELATED COMMERCIAL
- 3** RESIDENTIAL & RELATED FACILITIES
- 4** TOURIST RELATED COMMERCIAL & RESIDENTIAL & RELATED FACILITIES
- 5** INDUSTRIAL
- 6** PUBLIC FACILITIES -- LARGE LAND AREA USES*
- A** TRANSPORTATION CORRIDOR
- B** RECREATION & PARK
- C** HARBOR, WHARF & RELATED COMMERCIAL & OCEAN ORIENTED RECREATION FACILITIES

* SEE EXHIBIT TWO FOR OTHER PROPERTIES TO BE DEVOTED TO PUBLIC PURPOSES, OPEN SPACES, AND STREETS



LEGEND

-  Palm Park Expansion
-  Condominiums
-  Tennis Courts
-  Hotel-Conference Center



SCALE

1" = 1200'

earth metrics
1000 alwell court
palo alto, ca. 94303

FIGURE 5. SANTA BARBARA REDEVELOPMENT PLAN MAP

COASTAL ACT POLICIES. Goals of the Coastal Act are stated in Section 1.3 of this report. Public access policies which have significant bearing upon the proposed project are given in Chapter 3, Article 3 of the Act:

30212.5. Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

30213. Lower cost visitor and recreational facilities and housing opportunities for persons of low and moderate income shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. New housing in the coastal zone shall be developed in conformity with the standards, policies, and goals of local housing elements adopted in accordance with the requirements of subdivision (c) of Section 65302 of the Government Code.

30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

30222. The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Article 5 contains resource policies which relate to the nearby Chase Palm Park area and to the historic roundhouse on the site:

30240. (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

30244. Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

Article 6 of the Act contains guidelines for new development within the coastal zone:

30250. (a) New development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

30252. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

30253. New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard,
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms, along bluffs and cliffs,

(3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development,

(4) Minimize energy consumption and vehicle miles traveled,

(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses,

30255. Coastal-dependent developments shall have priority over other developments on or near the shoreline.

COASTAL ZONE LAND USE PLAN AND POLICIES. The draft Land Use Plan advances policies for: access, visitor serving facilities, housing, ocean dependent industry and new development. Draft goals, policies and actions which are applicable to the project are presented below. Also formed in the Land Use Plan are three basic development scenarios representing different levels of buildout in the coastal zone.

Access. Goal: Public access in the waterfront area will be maximized consistent with the protection of natural resources, public safety needs and private property rights.

Policy 1: The number of Coastal zone recreational areas utilized for organized sports events will be reduced. Discontinuation of sports activities at any public facility will be contingent upon the relocation of the activities to other facilities within the city.

The purpose of this policy is to reduce parking and traffic congestion experienced during peak use periods. In particular, the East Beach area suffers from competition for parking. Transferring some of the active sports events to other, less congested sections of the community would serve to provide parking for beach goers and users of picnic and other passive areas.

Action: Move the Arts and Crafts Show to the north side of Cabrillo Boulevard. The show seriously impacts on traffic flow and parking along that section of Cabrillo Boulevard because of its present location.

Action: Prohibit skating, skateboarding, and bicycling on Cabrillo Boulevard sidewalks. The sidewalks are designed for pedestrian use. Other uses of the promenade create a hazardous condition for both pedestrians and those on bicycles and skates.

Action: Provide additional public bike racks. A long range goal of one bicycle parking space for each ten public off street auto parking spaces should be sought.

Visitor Serving Facilities

Goal: Lower cost visitor serving facilities will be protected, encouraged, and, where feasible, provided.

Housing

Goal: Housing opportunities for persons of low and moderate income shall be protected, encouraged, and, where feasible, provided.

Policy 3: At least 20 percent of tax increment monies accruing from that portion of a redevelopment project area in the Coastal Zone will be used to maintain, enhance, and/or provide housing opportunities for persons of low and moderate income within the City of Santa Barbara.

Policy 5: Residential developments which include a variety of housing opportunities that are responsive to the needs of all economic segments of the community shall be encouraged. Twenty percent of new rental units in rental projects of ten or more units will be dedicated for use by households with low and moderate income.

Policy 6: New development in and/or adjacent to existing residential neighborhoods must be compatible in terms of scale, size, and design with the prevailing character of the established neighborhood. New development which would result in an overburdening of public circulation and/or off street parking resources of existing residential neighborhoods shall not be permitted.

Development

Goal: New development shall assure stability and structural integrity, and minimize risks to life and property, in areas of high geologic hazard.

Policy 1: The Mesa and Lavigia Faults shall be located as precisely as possible and their activity classifications be confirmed or redefined by qualified geologists.

Action: All sites for proposed development in old estero areas shall be investigated for potential hazards to structures resulting from conditions of settlement, high groundwater, and liquefaction.

Policy 2: The height of buildings proposed for development in areas of high liquefaction potential shall be limited to three stories and shall not exceed forty five feet, unless it can be shown through engineering and geological studies that the hazard can be adequately mitigated.

Goal: The scenic and visual qualities of the Coastal Zone shall be protected, preserved, and where feasible, enhanced.

Policy 3: Coastal zone structures shall be limited to a maximum height of 45 feet, as determined by the Zoning Ordinance.

Policy 4: New development will install utilities underground wherever possible.

Policy 5: New development must be compatible in terms of scale, size, and design with the prevailing character of the established neighborhood.

Policy 8: The city will delineate Coastal Zone View Corridors and the view potential from the corridors, giving special attention to exceptional vista points. Methods and procedures will be developed by staff for utilization by developers and discretionary bodies to ascertain the impacts on the viewshed resulting from potential development.

Goal: Air quality conditions will be reached and maintained at levels exceeding state and federal standards.

Policy 1: Land uses which contribute to air quality degradation will be discouraged and, where feasible, prohibited.

Policy 2: Use of non automobile modes of transportation will be encouraged.

Action: The recommendations presented in the Transportation Management Implementation study and the Waterfront Area Transportation Study, relative to encouraging non auto modes of transportation use and reduction of private auto use will be implemented, where feasible.

Goal: Expanded public services and facilities will be designed and limited to meet needs generated by development.

Policy: The Waterfront Area Transportation Study recommendations pertaining to the freeway, local streets, parking, public transit, and bicycle facilities shall, where feasible, be implemented.

DEVELOPMENT SCENARIOS. Three development scenarios for the coastal zone are being reviewed.¹ These are presented in full size maps which accompany the text of the Land Use Plan. Specific development alternatives are advanced for the project site. These are summarized as follows:

SCENARIO	HOTEL (no. of rooms)	CONFERENCE CENTER (no. of seats)	PALM PARK EXPANSION (no. of acres)	CONDOMINIUMS (no. of units)
A	350	1000	12.6	-0-
B	500	1200	12.6	-0-
C	500	1200	7.0	200

¹ These and other scenarios were developed in WATS.

Zoning and Regulations. The present zoning of the site is M-1, except for a small area adjacent to Punta Gorda Street, which is zoned C-2. Existing zoning for the project site and vicinity is shown on Figure 4. The M-1 designation, Light Manufacturing Zone, would permit a variety of light manufacturing uses including: automobile body shops, assembly plant, cigar and cigarette manufacturing, and rope plant. Hotels are also permitted in the M-1 Zone. The C-2 designation, Commercial Zone, would allow a variety of commercial uses including: public parking, restaurant, bank, bakery, drugstore, and so forth. Housing is also an allowed use in the C-2 Zone.

City ordinances for zoning, subdivision, building, grading architectural review and tree preservation are relevant to the project. The zoning ordinance affects the allowable densities and parking provisions for the project site. The subdivision ordinance will be applicable to the proposed separation of the condominium parcel into condominiums. Building and grading permit systems provide for regulation of building height, design, setback, color, architectural features, parking and utilities. The tree preservation ordinance will also be applicable to a number of the larger trees on the site.

CONFORMANCE WITH PLANS, POLICIES AND REGULATIONS. Interpretation of city and state policies relating to the proposed project is provided by the Santa Barbara City Council, the South Coast Regional Commission and the California Coastal Commission. Ultimate determination of "conformance" or "nonconformance" is the vested responsibility of these bodies. In this EIR, the word "conformance" does not imply or presuppose such governmental determinations. "Conformance" in this EIR describes the findings of the preparers only, and is used with the intention of providing relevant points to decision makers empowered to interpret the relation of the proposed development to policy.

A major purpose of this EIR, therefore, is to provide a resource with which the project features are analyzed with respect to plans and policies. The following discussion summarizes the major city and coastal related concerns raised by the project. Specific references are made to portions of the EIR (for example, Circulation and Parking) in which these concerns are explored in detail.

Land Use. The proposed hotel use would be consistent with other hotel uses along Cabrillo Boulevard, but the intensity would be greater. Because the East Beach area contains a mix of residences and hotels, the residential use of the condominium would not be inconsistent with the adjacent hotel and residential uses. However, the condominiums as proposed are of a more massive scale than existing residential uses in the area, which are mostly small, single family homes.

The Southern Pacific right of way forms an effective barrier between the proposed project and the industrial uses to the north. At the present time there is no fence along the railroad tracks. The proximity of the tracks to the hotel and condominiums could present a safety hazard unless the tracks were fenced, since people would be able to move on to the tracks unhindered. The industrial uses north of the site are not noxious or noisy; however, they are unattractive.

The project applicant would also landscape a lineal strip of variable width between Punta Gorda and Santa Barbara Streets. This strip is owned by the city and contains approximately 3.71 acres. The section of this strip between Santa Barbara and Carpinteria Streets (shown as Parcel B on Figure 2) contains approximately 1.67 acres; this area would be maintained by the project applicant for a period of five years, after which responsibility for maintenance would lie with the city. The proposed park dedication of 2.76 acres, together with the city owned 1.56 acre parcel, and the 1.67 acre strip west of Carpinteria Street would total approximately six acres of park land. The approximately 2.59 acre lineal strip east of Carpinteria, which would be maintained in perpetuity by the project applicant, would be available for public use. The narrow width of this strip makes it unsuitable for many park activities, except those such as walking, jogging, and bicycling. However, including this strip would increase the total amount of proposed park expansion to approximately 8.5 acres. If the condominiums were built, Chase Palm Park could not be expanded beyond this acreage.

The city owned 1.56 acre parcel has been proposed for development as a parking lot. If developed, this lot would serve visitors to Stearns Wharf and Chase

Palm Park users. However, a parking facility would decrease the total amount of land area available for park expansion. Conversely, development of this area as park land would reduce the potential number of parking spaces available in this area.

The optional senior housing complex would not reduce the available park acreage from the total of 2.76 acres proposed. This is because reorientation of Carpinteria Street would derive another 0.46 acres from the condominium parcel (Figure 2).

The project applicant has proposed that 36 units of senior citizen housing for persons of low and moderate income households could be built in the area west of a realigned Carpinteria Street (Figure 2). If this alternative were adopted, the project applicant would dedicate the entire area west of the realigned Carpinteria Street to the city. This parcel would total 3.22 acres, of which 2.76 acres would be used for the Chase Palm Park expansion and 0.46 acres would be set aside for senior citizen housing. The senior citizen housing would consist of 36 one bedroom units in a three story building. Space for 14 parking spaces would also be available.

The use of this land for senior citizen housing would not conflict with existing land uses in the area. However, the siting of the senior complex, surrounded on three sides by the proposed park expansion, raises the issue of the appropriateness of this location. The housing should be separated from the proposed park expansion so that residents are not bothered by park users. Considering that the area north of Cabrillo Boulevard represents the last large piece of land that could be used to expand Chase Palm Park, a conflict would exist between the use of 0.46 acres for senior citizen housing, versus the use of this area for park expansion. Both of these land uses are primary goals of the City of Santa Barbara.

It should also be noted that there is no assurance that the senior citizen housing would be constructed. The project applicant is proposing only to dedicate this land to the city, not to build or to bear a portion of the cost of building this housing.

General Plan. The applicant is required to file for a General Plan amendment (Davis, 1979). The Land Use and Circulation Elements would require amendment:

- The General Plan map would be amended to permit the condominiums in a portion of the presently designated Palm Park expansion area. Figure 3a shows the proposed amendment.
- The Circulation Element would be amended to delete the extensions of Garden Street and Salsipuedes Street to Cabrillo Boulevard. These are shown on Figure 3.

It is noted that past actions of the city council have eliminated from the General Plan (1) the originally proposed realignment of Cabrillo Boulevard, (2) the extension of Salsipuedes Street to the realigned Cabrillo Boulevard, (3) the boundary of the Chase Palm Park expansion area as defined by the realigned Cabrillo Boulevard. No determinations have been made regarding the appropriate size of Palm Park or of preferred uses in the area south of the formerly proposed realignment of Cabrillo Boulevard.

The proposed hotel would be consistent with the city's goal of encouraging conference visitors. The proposed park expansion would respond to a General Plan goal to expand Chase Palm Park. The developer proposal for landscaping would be in conformance with the city goal requiring landscaping and maintenance. The effect that the proposed development would have upon the city's goals of preserving scenic resources is discussed in Section 3.4.

CIRCULATION. Aspects of the project which affect the Circulation and Transportation Elements of the General Plan as well as the Waterfront Area Transportation Study being conducted by the Redevelopment Agency (WATS, 1979) are described in Section 3.3, Circulation and Parking. In summary:

- Garden Street and Salsipuedes Street would be amended on the General Plan map as described above.

- The project would affect circulation by slightly worsening existing peak hour traffic congestion experienced at grade crossings of Highway 101 with Santa Barbara, Anacapa, State and Chapala Streets. Also, level of service of the Milpas Street/Punta Gorda intersection would be lowered by 1½ grades. The former effect could be mitigated only with freeway improvements. The Milpas/Punta Gorda intersection could be improved to increase capacity and level of service.
- It is unknown whether the project would provide for all of its own parking needs on site*. A modification to the City Zoning Ordinances, which does not reflect multiuse considerations, would be necessary to secure approval from the Division of Land Use Controls. Elimination of 100 Spaces of de facto parking on the existing, undeveloped Salsipuedes Street adjacent to Cabrillo Boulevard would cause an additional parking need in the Waterfront Area. Implementation of recommended WATS parking strategies would be a possible way to mitigate this problem.
- The project would encourage the use of non auto modes of travel with provision of a bike and pedestrian path along Cabrillo Boulevard, a shuttle bus to the airport, and proximity to the Milpas-Cabrillo bus stop. However, it is unclear how successful these measures would be in reducing auto travel.

SCENIC HIGHWAYS, OPEN SPACE AND RECREATION. The visual characteristics of the project as related to Cabrillo Boulevard and the Scenic Highways Element are evaluated in Section 3.4. In summary:

- Views of the Santa Ynez Mountains, partially blocked at present by trees and shrubbery along Cabrillo Boulevard, would be reduced in some areas by the presence of the three story condominiums. However, mountain views from other areas would be enhanced by a proposed view corridor through the tennis court area, landscaping amenities, and removal of existing roadside trees and shrubs.

* See Section 3.3 for qualification

- The architecture and landscaping of the proposed project would emulate the objectives of the city for landscaping, architecture and construction along Cabrillo Boulevard.

An expansion of Chase Palm Park between Santa Barbara and Milpas Streets is proposed in the Scenic Highways and Open Space and Recreation Elements of the General Plan. However, past City Council actions have eliminated the concept of the Cabrillo Boulevard realignment (Davis, 1979). This consequently affects also the park expansion area in the General Plan maps which was conceptually defined by the Cabrillo Boulevard realignment. Revision of the General Plan and Redevelopment Plan maps is necessary to afford consistency with the city actions.

- The project would cause an immediate need for redefinition of the park expansion area. If the project were implemented, the total area available for park space would be about 8.5 acres.* A total of 3.31 acres of park land is proposed by the developer for dedication to the city as one component of the project.

HOUSING ELEMENT. The Housing Element of the General Plan calls for active measures to provide low and moderate income housing within the city. In Santa Barbara in 1978, 24.0 percent of the population were within this income range (Galante, 1979). Section 3.6, Housing, relates the goals of the Housing Element that encourage housing for this segment of the population with the goals adopted in the Redevelopment Plan to provide low and moderate income housing within the Redevelopment Area. In summary:

- The proposed project would provide for low and moderate income housing by the following mechanisms: 1) tax increment monies allocated to the Redevelopment Agency would be earmarked for at least 20 percent disbursement to provide for low and moderate income housing needs (City of Santa Barbara Redevelopment Agency, May 30, 1978), 2) optional provision for 36 senior citizen low income condominiums within the project site (the applicant would dedicate the land only). This would provide for a housing mix of 15 percent low and moderate income housing on site.

*Considering the dedicated 2.76 acre parcel, a dedicated .55 acre parcel the city owned 1.56 acre parcel and the planting strip of approximately 3.71 acres. About 2½ acres would be the linear planting strip east of Carpinteria Street.

Redevelopment Plan. The project would be in conformance to the Redevelopment Plan map (Figure 5). This is because the land use boundaries shown on the map are general and may not be interpreted as firm boundaries. The project would cause the general boundaries of the map to be amended to reflect the boundaries shown in Figure 3a. The boundary of Land Use Designator 4, Tourist Related Commercial, Residential and Related Facilities, would be extended to accommodate the condominium parcel within the designation 6b area (Recreation and Park).

Section 501 of the Redevelopment Plan states that private development within the Redevelopment Area is not part of a Redevelopment Agency activity and is not subject to the land use controls contained in the Redevelopment Plan. However, Section 501 also states that the Plan is applicable to activities involving owner participation with the Redevelopment Agency. If the owner participation in providing the park expansion and optional 36 unit senior complex are legally considered as owner participation (the EIR does not determine this issue) then the controls of the Redevelopment Plan would apply to the project. The following analysis relates the project to provisions of the Redevelopment Plan:

- The proposed hotel conference center, restaurants and condominiums would be consistent with Land Use Designator 4, which allows: development of new residences for rental or sale, compatible commercial and business facilities, and tourist related, transportation and public oriented facilities. The proposed park expansion would be consistent with Land Use Designator 6b. It is proposed in the Plan that Palm Park could be expanded to the north, but the precise area of expansion is not determined.
- As stated above, the Hotel-Conference Center is located generally within the area proposed for this use in the Redevelopment Plan. However, the plan proposes that the Southern Pacific tracks be relocated and that one or several hotels occupy an area north of the present location of the tracks, as well as along Cabrillo Boulevard. The location of the proposed hotel exclusively on the south side of the tracks does not preclude future relocation of the railroad tracks. It does, however, raise the

question of what type of use could be located in the area north of the tracks if the hotel were not expanded and the question of whether a much larger hotel could be supported in this area.

- The Redevelopment Plan envisions planned ocean oriented industrial uses north of the project site (Land Use Designation 5 on Figure 5). The Coastal Act also sets a high priority for ocean oriented industries. Traffic from the eastern segment of this area was originally planned to access the waterfront via an extension to Salsipuedes Street; however, this concept is no longer consistent with the 1977 council action to remove the Salsipuedes extension from the plan. Traffic from the western portion of the industrial area is planned in the General Plan to access the waterfront via a Garden Street extension. The project would not be consistent with a Garden Street/Cabrillo Boulevard intersection because this would cut through the proposed park expansion. The project would permit coastal access from Garden Street if a Garden Street/Santa Barbara Street intersection were constructed north of the tracks.
- The project would provide tax increment revenue to the Redevelopment Agency for development of low income housing (Section 418) and would provide land in the Waterfront Area for development of 36 moderate income units.
- Section 507 (c) states that "No activity shall be approved which by reason of ... traffic... or similar factors which would be incompatible with the surrounding area..." Circulation issues discussed in Section 3.3 are identified significant adverse impacts of the project.
- Architectural criteria of Section 507 would be met by the project, subject to interpretation by the City Architectural Review Board.
- Energy and water conservation features of the project are discussed in Section 3.11 and 3.13, respectively.
- The Redevelopment Plan requires the Agency to determine the desirable number, height and bulk of buildings to be developed. To be considered

are: size, scale, views, vehicle traffic generation, pedestrian amenities, public open space, parking, landscaping, grading and lighting. Visual considerations are discussed in Section 3.4, and traffic generation and parking are discussed in Section 3.3.

- The grading qualification in the Plan reads "...Existing contours shall be utilized in the site plan to avoid costly and unsightly grading, to minimize erosion control problems, conserve top soil and preserve existing trees and shrubs." As discussed in Section 3.8, the project would emplace two to eight feet of fill on the site. Cost would be borne by the applicant. The graded area would be temporarily unsightly. Erosion control and soil loss on the flat site are unlikely to occur. Tree preservation is discussed in Section 3.4.

Coastal Act and Coastal Zone Land Use Plan. The Land Use Plan is presently in a draft stage. Until all components of the Land Use Plan are developed and adopted by the City of Santa Barbara and the Regional Coastal Commission, policies of the Regional Commission will regulate the project to meet the spirit of the California Coastal Act.

ACCESS AND VISITOR SERVING FACILITIES. Public access policies of the Coastal Act would affect the project by requiring adequate circulation, parking (Section 3.3) and provision of lower cost visitor and recreational facilities. Water oriented recreation (such as waterfront park use and tourism) receives high priority. The major features of the project affecting public access are:

- The project would have circulation effects upon grade level freeway and street crossings as described above and in Section 3.3, Circulation and Parking.
- Provided that project generated parking demand is accommodated on site, the development of Carpinteria in the project site will decrease parking supply in the area by approximately 100 spaces. The ~~Waterfront~~ Waterfront Area Transportation Study recommends that any Hotel-Conference Center proposed for this area provide 100 public parking spaces for weekend

beach use (WATS, 1979). Section 3.3 describes measures recommended in WATS which would mitigate existing and future parking demand in the project area.

- The proposed park may be considered as a low cost visitor and recreational facility. The hotel, restaurant and commercial space would be high cost visitor serving facilities. The conference center would be a visitor serving amenity, although it cannot be said whether the cost for its uses would provide a low cost semi-public facility. The proposed condominiums would not be visitor serving or have any low cost recreation potential.
- Visitor serving benefits would be afforded by the project in the form of a Hotel-Conference Center as envisioned in the Redevelopment Plan and the dedication of park space and amenities at no cost to the city. However, the project would also entail development of high income residential uses and high cost visitor serving uses within the coastal zone. Thus, although some of the proposed uses appear to meet the criteria stated in Chapter 3 of the Coastal Act, several proposed uses do not.
- The proposed park and Hotel-Conference Center would not be inherently water-oriented, although both would derive much of their attractiveness from the waterfront location. The proposed condominiums are probably not considered as water-oriented or coastal-dependent uses, and as such, are not priorities for coastal zone development.
- The project would be compatible with the proposed Coastal Zone Land Use Plan action to move the Arts and Crafts Show to the north side of Cabrillo Boulevard. However, auto/pedestrian conflicts in midblock Cabrillo Boulevard would be compounded, as discussed in Section 3.3.

HOUSING. The proposed project would result in the two primary housing benefits related above to the General Plan Housing Element. However, tax increment monies, if directed to the Redevelopment Agency, would only serve low and moderate income residents in the coastal zone if this action were undertaken by the Redevelopment Agency. The optional senior citizen housing would provide a housing mix on site of about 15 percent low and moderate income and 85 percent high income.

Draft Housing Policy 5 of the Coastal Zone Land Use Plan would encourage residential developments which include a variety of housing opportunities that are responsive to the needs of all economic segments of the community. Segments which are most in need are low and moderate income renters, families and senior citizens. Tax increment monies from the project would respond to this policy only if so directed by the Redevelopment Agency. The developer could not control the Agency actions. The optional 36 unit senior housing would be a likely candidate for these monies. However, no provisions for low and moderate income renters or families would be afforded in this option.

DEVELOPMENT. Resource protection policies of the Coastal Act are related to the project in the following ways:

- o Development would occur adjacent to a park area. The degree of land use compatibility afforded by the project is discussed in the beginning of Conformance with Plans, Policies and Regulations.
- The proposed destruction of the roundhouse on the project site would be affected by Section 30244 of the Coastal Act if the roundhouse is determined by the State Historic Preservation Officer to be of historic value.

The minor effects of the project on public services, another type of coastal resource, are discussed in Section 4.4, Public Services and Utilities. The impact of the project upon scenic and visual quality in the coastal area is summarized above and analyzed in Section 3.4, Visual and Aesthetic Concerns.

The public access concerns stated in Section 30252 are discussed in Section 3.3 and Section 3.5, Recreation. In summary:

- The project would be provided with limited transit amenities with use of MTD Lines 2 and 21. Further amenities, including an improved line on Cabrillo Boulevard and a "Peplemover" up State Street, are recommended in the WATS report. The Hotel-Conference Center would provide a shuttle bus to and from the airport.

5. Variance to the Variable Density Ordinance must be sought to allow inclusion of the 2.76 acre park parcel in the density calculation for the senior units. The VDO permits only 11 units on 0.46 acres.
6. A development permit must be sought from the South Central Coast Regional Commission to construct the project. The city prepared preliminary draft Coastal Zone Land Use Plan will include a specific land use plan for the project site, and must be approved by both the Regional and State Coastal Commissions.

3.3 CIRCULATION AND PARKING

EXISTING CONDITIONS. Figures 1 and 6 show the regional highway and local roadway access routes serving the project site. The major regional highway route to Santa Barbara is the north/south U. S. Highway 101. This roadway is a four lane, limited access freeway, except for the expressway segment between Santa Barbara and Chapala Street. Improvement of U. S. Highway 101 has been under study for a number of years by the city and the California Department of Transportation (CALTRANS). The Crosstown Transportation Corridor Project, commonly termed the crosstown freeway, is the subject of a draft Environmental Impact Statement. The recently completed supplement analyzes additional alternatives for the removal of the signalized intersections (Simms, 1979). Secondary state highway routes to the Santa Barbara area are State Highway 154 from the northwest and State Highways 192 and 150 from the southeast.

Major feeder routes from the Santa Barbara intercity street system to U.S. Highway 101 are (from north to south): Mission Street, Carrillo Street, Castillo Street, State Street, Santa Barbara Street, and Milpas Street. Castillo, Chapala, State, Anacapa, Milpas Streets and East Cabrillo Boulevard provide access to the beach and harbor area. Principal access to and from the site is provided by Cabrillo Boulevard on the south, and Milpas and Santa Barbara Streets on the east and west. Using Milpas Street, the project site is approximately 0.3 miles from U.S. Highway 101; by Santa Barbara Street, it is slightly farther. Cabrillo Boulevard provides access to U.S. Highway 101, both north and south, as well as to the beach and harbor areas. The southbound freeway interchange is approximately 1.3 miles east of the site. Northbound freeway access from the site varies from 1.0 to 1.4 miles depending on the exact route. The Santa Barbara central business district is reached through the initial use of Cabrillo Boulevard or Milpas Street.

Road and Traffic Characteristics. Currently, during summer weekdays and weekends most streets and intersections in the study area operate at a level that provides good or even excellent traffic operation, and traffic delays are minor. The exceptions are the Milpas/Punta Gorda intersection and the four U. S. Highway 101 signalized intersections with Chapala Street, State Street, Anacapa Street and Santa Barbara Street.

During peak periods, these grade level freeway intersections experience poor operation on weekdays, and fair to poor operation during Sundays. The congestion at these intersections is a result of high traffic volumes and the limited number of traffic lanes on the freeway (WATS, 1979).

Table 2 summarizes the existing traffic volumes and capacities for roadways in the project vicinity. Existing volumes are listed in terms of maximum peak hour levels and peak month average daily traffic (ADT). Volume/capacity ratios (peak traffic volume divided by roadway capacity) are calculated using an assumed peak hour capacity of 1375 vehicles for each through lane (WATS, 1979). Although freeway lanes without signalization or intersections have an assumed capacity of 2000 vehicles per hour, traffic signals at the freeway intersections reduce lane capacities by more than 30 percent.

CABRILLO BOULEVARD. This arterial roadway provides beach access and viewing for 2.7 miles along the coast between Castillo Street and the U.S. Highway 101 interchange. The length of Cabrillo fronting the project site is approximately 0.7 miles. Average daily traffic (ADT) near the project site is approximately 18,000 vehicles. Heaviest use of the roadway along the project site occurs during weekends, when the peak hour traffic volume exceeds 2000 vehicles. However, the roadway has adequate capacity to maintain a high level of service even during peak traffic conditions.

Cabrillo Boulevard is a scenic route and has been recommended by the City of Santa Barbara General Plan to be a State Scenic Highway. The General Plan also states the city's intention to preserve views of the Santa Ynez Mountains available from the Cabrillo highway. Posted speed limit in the project area is 30 miles per hour. Roadside parking of an estimated 173 spaces is available along the curb closest to the beach (WATS, 1979). On street parking is prohibited on the landward side of Cabrillo because of space consideration.

A bikeway (shown on Figure 6) extends along Cabrillo from Los Patos Way to Shoreline Drive. This bikeway is the only existing bicycle route in the waterfront area. Pedestrian use is confined to the coast side. No sidewalks exist on the north (land) side of Cabrillo Boulevard between Milpas and Santa Barbara Streets.

TABLE 2. DAILY TRAFFIC VOLUMES IN THE PROJECT AREA

ROADWAY INTERSECTION	NUMBER OF LANES MIN./MAX.	AVERAGE DAILY TRAFFIC	PEAK HOUR ROADWAY CAPACITY	PEAK HOUR VOLUME	WORST LEVEL OF SERVICE
Cabrillo Boulevard	4/4		5500		
at Project Site		18,000		2100	A
at Castillo Street		8,000		700	B
at U.S. Highway 101		12,600		1450	B
Milpas Street	2/4		2750/5500		
at Cabrillo Boulevard		5,500		500	B
at Punta Gorda Street		2,350		220	B
U.S. Highway 101	4/4				
South of Milpas		72,000	8000	6900	D
South of Santa Barbara Street		65,000	5500	6200	C
North of Chapala Street		57,000	8000	5500	B
Punta Gorda Street	2/2		2750		
Between Milpas Street and Cabrillo Boulevard		4,100		380	A
Santa Barbara Street	2/4	2,800	2750/5500	210	E @ 101
Anacapa Street	1/4	3,000	1375/5500	270	E @ 101
State Street	4/4	9,400	5500	600	E @ 101
Chapala Street	1/3	2,750	1375/4125	250	E @ 101
Source: City of Santa Barbara WATS (Draft, 1979)					

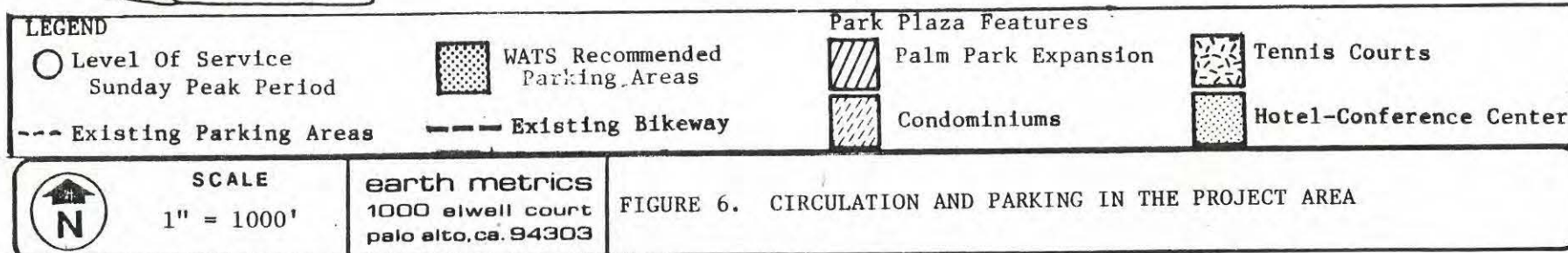
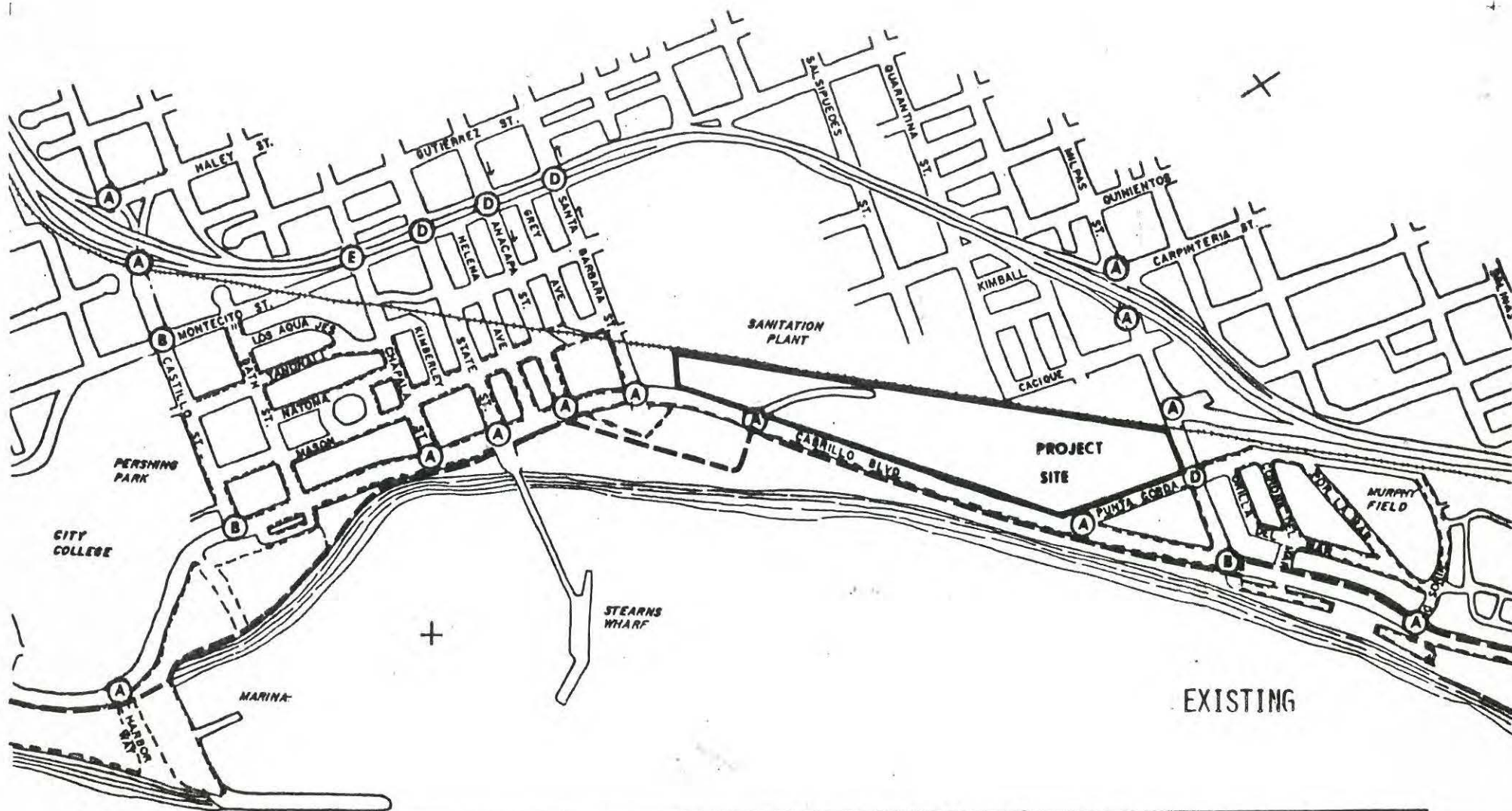


TABLE 3. DESCRIPTION OF LEVEL OF SERVICE FOR INTERSECTIONS

LEVEL OF SERVICE	TYPE OF FLOW	DELAY	MANEUVERABILITY
A	Free Flow	No vehicle waits longer than one red indication.	Turning movements are easily made, and nearly all drivers find freedom of operation.
B	Stable flow	The number of vehicles waiting through one red indication is increased.	Many drivers begin to feel somewhat restricted within groups of vehicles.
C (Design Level)	Stable flow	Occasionally vehicles may have to wait through more than one red indication.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	Approaching unstable flow	Delays may be substantial during short periods, but excessive back-ups do not occur.	Maneuverability is severely limited during short periods due to temporary back-ups.
E (Capacity)	Unstable flow	Delay may be great - up to several signal cycles.	There are typically long queues of vehicles waiting upstream of the intersection.
F	Forced flow	Excessive delay.	Jammed conditions. Back-ups from other locations may restrict or prevent movement of vehicles at the intersection under consideration.
<p>Throughout the entire range of levels it should be realized that some vehicles will arrive during a red indication and will have to stop. For any single intersection, then, even the highest level of service may involve some stops. These descriptions also apply to non-signalized intersections, except for references to signals.</p>			
Source: National Academy of Sciences, 1965.			

MILPAS STREET. Milpas Street provides access to eastern Santa Barbara, U.S. Highway 101, and the East Beach ocean front. This north/south roadway would also provide the secondary central city access from the proposed hotel and convention complex. Principal central city access would be from U.S. Highway 101 via Milpas. At its undercrossing with U.S. Highway 101, Milpas Street is approximately 60 feet wide, providing two lanes in both directions. Milpas Street narrows to one lane for each direction south of its at grade railroad crossing.

Existing ADT is approximately 5500 vehicles north of Punta Gorda Street. South of Punta Gorda Street, Milpas Street has an ADT of 2350, about one half of its ADT north of Punta Gorda. The reduction in ADT at Punta Gorda is a result of the connection of Milpas Street to the U.S. Highway 101 southbound on ramp north of Punta Gorda.

As a result of diminished roadway capacity and high turn movements without turn pockets or signalization, the intersection of Punta Gorda with Milpas is operating at level of service D during the evening peak hour on Sunday. Very recent weekday and Sunday peak hour turning movement enumeration indicate the Sunday 4:00-5:00 P.M. period to be the critical operation time and the Milpas Street traffic the critical movements which affect intersection operation. Turning movements and approach volumes for this intersection are not assessed in the WATS report. These are discussed under Impacts. Data are presented in Figure F.1 of Appendix F.

SANTA BARBARA, ANACAPA, STATE, AND CHAPALA STREETS. Each of these streets provides access from Cabrillo Boulevard to the central business district. Unfortunately, each has an at grade, signalized intersection with U.S. Highway 101. During peak traffic hours, the congestion caused by the freeway intersections represents one of the city's most serious circulation problems, with levels of service E (see Table 2) at each crossing. Santa Barbara and Anacapa Streets are one way streets, north and southbound, respectively. All left turning movements have separate signal phasing and queuing slots or lanes. The ADT's for Chapala, Anacapa and Santa Barbara Streets are approximately 3000 vehicles per day for each thoroughfare. State Street carries approximately 9500 vehicles per day. Chapala Street has three through lanes, two northbound, while the other three streets have four through lanes.

Parking. Except for holidays and special Santa Barbara events, current week-day parking demands for the project site are small and fulfilled by parking areas on the extension of Carpinteria Street near Cabrillo Boulevard. This area also provides added near beach parking for approximately 100 weekend beach users (however, it is privately owned and parking is technically illegal). East Beach has a parking lot with a capacity of approximately 165 vehicles across Cabrillo Boulevard from the west end of the proposed development. Existing parking space in the project area is indicated in Figure 6.

A parking survey conducted for the WATS report in the waterfront area formed the basis for the following conclusions regarding the existing parking situation (WATS, 1979):

"There are over 5,300 public parking spaces in the (waterfront) (sic) study area, nearly evenly divided between curb and offstreet spaces.

On Sundays, the number of vehicles parked in the beach area builds up over the day and peaks at 2:00 p.m. at which time 75 percent of the 4,200 parking spaces closest to the beach are occupied. At that time, most of the parking lots and on-street spaces adjacent to Cabrillo Boulevard are at or above their practical parking capacities. Closest available parking is generally located two blocks or more north of the beach area. The number of vehicles that occupy a single parking space during the day (turnover) averaged 2.7 which is much lower than the turnover rate exhibited in downtown lots, and indicates a predominance of long-term parkers.

Weekday parkers exhibited much different characteristics than the Sunday parkers. The peak parking occupancy occurred in the morning (10:00 a.m.) at which time about 60 percent of the spaces surveyed were occupied. The number of on-street parkers remains constant over the day at about 40 percent of the available supply. The amount of parking taking place in off-street lots, however, decreases over the day due to a drop off in demand for student parking near the Santa Barbara City College. Weekday parking utilization and turnover are significantly lower than those observed for Sunday."

Additionally, the WATS report characterizes the parkers who responded to the survey:

- The trip purpose most often reported by Sunday parkers is recreation at the beach, Arts and Crafts Show, boating and restaurant. Many people reported multiple trip purposes. Over one-half of those reporting Arts and Crafts show as a purpose also reported at least one other trip purpose.
- About one-half of weekday and Sunday parkers originated their travel from within the City of Santa Barbara. However, Sunday parkers from outside of the city often came from much farther away than the week-day parkers.

- Most parkers walked 2 blocks or less to their first destination.
- Sunday parkers come far less frequently to the Waterfront Area than do weekday parkers.

Alternate Modes of Transportation. Non automobile modes providing access to the city or airport are air carrier, air taxi, bus and rail transit. Transportation between the airport and the city is provided by limousine, taxi and Metropolitan Transit District bus service. Non auto modes providing circulation within the city are transit, bicycle and foot travel.

AIR TRAVEL. Existing airport facilities that may be capable of providing air carrier or air taxi ground service for conventioners are Santa Barbara Municipal Airport, Ventura County Airport, and Camarillo Airport. Only Santa Barbara Municipal Airport is currently served by both air carrier and air taxi connections. The Santa Barbara and Ventura County airports are connected by four round trip flights per day by Golden West Airlines. Camarillo Airport has no commercial service (Simpson, 1979). Neither of the two Ventura County airports is approved for full air carrier service at this time.

Santa Barbara Municipal Airport is located 12 miles from the project site. The airport is constructed on Goleta Slough and Wetlands, adjacent to the University of California, Santa Barbara Campus. The airport is approximately seven miles from the central business district. Main access roads, serving the airport from the project site are U.S. Highway 101 and the Ward Memorial Freeway. Ground transportation to and from the airport is provided by bus, taxi, car rental and private automobiles. The passenger terminal was expanded in 1977 to serve between 40,000 and 50,000 passengers per month. Current terminal service is approximately 35,000 passenger/month (Murphy, 1979). Commercial air service by air carriers and air taxis is provided by United Airlines (^{twelve}eighteen flights per day), Golden West Airlines (^{five}twenty ~~four~~ flights per day), and Apollo Airways (^{forty}thirty flights per day)¹. Golden West Airlines and Apollo Airways aircraft are capable of carrying no more than 30 passengers per flight. Because of recent FAA decisions, Hughes Airwest has been allowed to discontinue service to Santa Barbara. The loss of Air West flights has reduced air carrier service to the Santa Barbara Municipal Airport. There are no planned facilities expansions within the next five years. After five

¹ as of October 28, 1979

to ten years the main runway may require lengthening to accommodate newer and quieter aircraft (Murphy, 1979). The current runway facilities at the Santa Barbara Municipal Airport include one full instrument landing system (ILS) and two crosswind, non instrument landing runways. The ILS runway (designated 7-25) is also provided with approach lighting, high intensity runway lights and ceilometer. It is fully capable of providing service to aircraft no larger than mid range commuter jets such as the Model 200 Boeing 727. Runway 15R-33L is capable of serving both air taxi operators.

Current main runway use is estimated by the airport manager at five percent of capacity (Murphy, 1979). This level supplies transportation to approximately 35,000 inbound or outbound passengers per month. Total airport use is increasing at approximately nine percent per year (CCRP EIR, 1977). Total airport operations for 1978 were more than 230,000, with greatest airport use in May, June, and July.

MASS TRANSIT. Public transit in Santa Barbara is provided by the Santa Barbara Metropolitan Transit District (MTD). Service is available seven days a week with reduced frequency on weekends. The two MTD routes accessible from the project site are indicated in Figure 6. MTD Line 21 currently serves the project location with an East Beach stop at Cabrillo and Milpas. This route provides access to the downtown terminal at Anapumu and Chapala in 20 minutes, with a travel time of 15 minutes from the downtown terminal to the project site. Line 21 crosses U.S. Highway 101 at Castillo Street, even though somewhat out of direction, in order to avoid the U.S. Highway 101/State Street intersection. Access from the Waterfront Area to other areas of Santa Barbara generally requires a transfer at the downtown transit center (WATS, 1979). MTD Line No. 2 passes within a five minute walk of the project area, and provides inbound service with a travel time of 10 minutes. Line No. 21 runs every 30 minutes and Line No. 2 every 20 minutes (MTD, 1979). The WATS report estimates that if half the ridership on routes seeing the Waterfront Area were attributable to the Waterfront Area, only a small fraction (one percent or less) of total person trips generated in the study area would be served by transit.

Passenger rail service to Santa Barbara is provided by AMTRAK's Coast Daylight/Starlight trains. The existing service consists of one northbound and one

southbound train per day. Direct service is provided to Los Angeles and San Diego via Oxnard and Glendale and San Francisco/Oakland via San Luis Obispo, Salinas, and San Jose. The Coast Daylight/Starlight is one of AMTRAK's most popular routes, providing passengers with ocean views not obtainable from the highway. Passenger rail service to and from Santa Barbara has shown a marked increase of ridership since 1971 (CCRP EIR, 1979).

Passenger bus service is provided by Greyhound Bus Company. Current maximum daily service consists of nineteen northbound arrivals and southbound departures and twelve northbound departures and southbound arrivals. Minimum travel time to San Francisco is more than seven and one half hours. Travel time to Los Angeles is as short as two hours.

BICYCLE. Figure 6 shows the existing bicycle path that extends along Cabrillo Boulevard from Castillo Street eastward to the intersection with U. S. Highway 101. From the City College to Milpas Street the off street bike route is on the coastal side of Cabrillo. From Milpas to the end of the bikeway at Los Patos Way the bikeway is on the landward side of Cabrillo Boulevard. This off street route was only recently constructed and provides a car free path for both recreational and utility trips. However, the bikeway is also used by walkers, joggers, rollerskaters and skateboarders, occasionally presenting a safety problem because of congestion and dramatic speed differences among the different uses. The multi use nature of the off street bikeway reduces its value as an effective link in the transportation system.

According to the city's 1974 Bikeway Master Plan, Cabrillo Boulevard was used by approximately 215 to 310 bicyclists/day in 1973. Bicycle ridership in the waterfront area was found to account for one to two percent of the total weekday vehicular travel. Sunday bicycle travel is probably somewhat higher (WATS, 1979).

PEDESTRIAN ACCESS. Virtually all foot travel to and from Palm Park and East Beach is recreation oriented. Foot access to the ocean front is provided by Santa Barbara and Milpas Streets, East Beach and routes along Cabrillo Boulevard. Pedestrian crossings of Cabrillo Boulevard are located at signalized intersections at the end of Santa Barbara and Milpas Streets. A non signalized crossing is located east of Milpas at the end of Corona del Mar Street.

Pedestrian/vehicle conflicts have recently occurred on Cabrillo Boulevard where persons have crossed Cabrillo at Punta Gorda Street and in the vicinity of Carpinteria Street. The 5000 foot distance between the Milpas Street and Santa Barbara Street crosswalks causes crossings to occur in midblock locations. Pedestrian/bicycle/roller skater conflicts also occur on the off street bike route and sidewalk along Cabrillo Boulevard.

Planned and Proposed Transportation Measures. The Redevelopment Plan outlines measures that would improve circulation in the Redevelopment Area. These include freeway improvements, a Transportation Center along State Street, improved transit along Cabrillo Boulevard, and a "people-mover" on State Street connecting the downtown area.

Extension of Salsipuedes to Cabrillo Boulevard was at one time recommended in the Plan. However, a city council action in January, 1977 removed this plan from further consideration in exchange for dedication of the 1.56 acre parcel (Figure 2) bordering Santa Barbara Street (Fischer, 1977).

A Transportation Management Implementation (TMI) Program was developed for downtown Santa Barbara and recommends a comprehensive program of transit improvements, peripheral parking, bike facilities, parking management, and marketing and design. The TMI study was performed jointly with the Waterfront Area Transportation Study, and recommendations of both studies have been coordinated. The WATS recommendations, however, are more relevant and specific to the project area, inasmuch as the study was performed to determine and mitigate the impacts of proposed development in the waterfront area south of U.S. Highway 101 and Cliff Drive between Loma Alta Drive and Hot Springs Road.

The major WATS recommendations include 12 actions that would occur independently of planned development in the waterfront area. Those measures that would pertain to the Park Plaza project are (as numbered in WATS):

1. Continue to negotiate with CALTRANS for major U.S. Highway 101 improvement and interim 6-lane treatment.
2. Support provisions for bicycle undercrossing of U.S. Highway 101 at State and Castillo Streets.
3. Support MTD service expansions including improved headways, rerouting of lines 5 and 15 and provision of service to Carpinteria.

6. Plan and develop State Street bike lanes.
7. Adopt bicycle parking ordinance.
8. Provide for regional increase in beach parking demand of 10 spaces/year (Stearns Wharf parking program would provide needed spaces for 10 years).
10. Monitor bicycle parking-develop a beach and commercial area total of 300 bicycle spaces.
12. Reroute MTD Line 21 onto State Street.

Also recommended in the WATS report are transportation measures directly related to development in the waterfront area. Those measures with direct bearing upon the Park Plaza are:

1. Limit new developments to avoid significant reduction of level of service at the four grade level freeway intersections. A method is presented in Table VIII-2 of the WATS report for determining the cumulative impact of various combinations of new development upon these intersections.
2. Require adequate on site parking for all new developments (except Stearns Wharf).
3. Require all new developments to provide reserved preferential parking for carpoolers.
4. Require all new developments to provide good bicycle access and sufficient on site bicycle parking (at least 1 space per 10 auto spaces).
5. Require 100 public beach parking spaces be built at Hotel-Conference Center.
6. Construct Santa Barbara/Cabrillo Parking Lots.
7. Design, publicize and operate the State Street and Cabrillo Blvd. shuttle bus system. Integrate with CBD "Peplemover". Identify with signing and markings the public City College lots as weekend peripheral parking facility for all beach activities.
9. Construct Transportation Center and connect it with shuttle bus system.
11. Monitor Cabrillo Boulevard intersections for need of signalization - install if required.

The Crosstown Transportation Corridor Project is a proposed freeway alternative developed by a joint task force of the City of Santa Barbara, CALTRANS, and consultants to the city. This project is indicated in WATS as the best proposal for improvement of U.S. Highway 101 through the waterfront area.

The plan was approved by the Santa Barbara City Council during 1976. This project consists of a four lane freeway, generally at ground level, that will follow the existing U.S. Highway 101 alignment. The main line Southern Pacific tracks through the waterfront area would be relocated adjacent to the freeway. The project would extend 2.6 miles between Salinas and Carrillo Streets. Major elements of the project that would affect the waterfront area are (WATS, 1979):

- Stage 1 - A new full diamond interchange at Garden Street. A Garden Street extension would be constructed from the freeway to Cabrillo Boulevard to become the primary freeway access street in the central waterfront area. Most traffic now using the at grade intersections would use this interchange.
- Stage 2 - Freeway underpasses of State Street and Anacapa Street without freeway connections. This would greatly improve access to the central business district from the waterfront area for private vehicles, public transit and bicycles. Both Santa Barbara and Chapala Streets would be closed at the freeway. The closure of Chapala Street would significantly reduce non local traffic volumes along the residential portions of Cahpala Street.
- Stage 3 - The main line railroad tracks and spur track would be relocated adjacent to the freeway. This would eliminate existing at grade railroad crossings of Montecito Street, Chapala Street, State Street, Santa Barbara Street, and Milpas Street, reducing motor vehicle traffic delays and accident potential. Also, a new street, Moreton Bay, would be built as an easterly extension of Montecito Street. It would replace the existing Montecito Street and would tie into the Garden Street extension. This would provide a second local east/west circulation route in the West Beach Area.
- Stage 4 - New freeway ramps would be connected to Haley Street and the existing Castillo Street undercrossing would be improved.
- Stage 5 - U.S. Highway 101 would be reconstructed to ground level, and a new Salsipuedes undercrossing would be constructed. Salsipuedes would also be extended to Cabrillo Boulevard. The extension would provide better access to the industrial area.
- Stage 6 - A new Milpas interchange would be constructed and shifted southerly towards the relocated railroad. Milpas Street would cross under U.S. Highway 101 and the railroad tracks.

The City of Santa Barbara, through a resolution passed by the City Council on April 3, 1979, did not endorse the project alternative identified above. Instead, the city endorsed a reduced alternative (WR) that would utilize all of Stages 1, 3, and 4 (listed above) while eliminating all of Stages 5 and 6.

The freeway underpass of Anacapa Street identified in Stage 2 would also be eliminated. The State Street underpass would be retained. As stated above, the extension of Salsipuedes to Cabrillo is no longer being considered by the city. The minimum time required for the orderly completion of this alternative, assuming immediate funding and no unplanned work stoppages, would be approximately seven to eight years. If this alternative is accepted by the appropriate planning agencies and funded for construction, the freeway would be completed in late 1986 or early 1987.

Although the Local Coastal Program has not developed or formally supported transportation improvements in the waterfront area, access to the coast is a vital concern of the Coastal Act. The LCP, when developed, will confront the problem of coastal access for water oriented industries located north of the project site (Figure 5).

IMPACTS. The project site would have two major entry and exit connections to the Santa Barbara City Street system (Figure 2). The main access to the Hotel-Conference Center would be via Punta Gorda Street. The main entrance to the condominiums would be a private road extending from Carpinteria Street along the tracks. The private road would also provide a secondary service access to the hotel complex. Limited access would be provided on the private road from its eastern connection with Punta Gorda Street.

The hotel main driveway would provide front door service and entrances and exits to the underground parking facilities. Secondary access to the hotel parking would be via the private road extension of Carpinteria Street. The loop configuration of the hotel driveway would permit town and local transit bus service (if provided by MTD) to the hotel front door.

The private road to the condominium complex would provide access to surface and underground parking. This road would also act as a buffer between the proposed development and the adjoining properties. Four entry and exit points to the underground condominium parking would be connected to the private road.

From Cabrillo Boulevard to the cul de sac of Carpinteria Street, the pavement width would be thirty-five feet. The pavement width would decrease to twenty five feet approximately 150 feet east of the rear entrance to the Hotel-Conference Center underground parking garage. The twenty five foot pavement width would continue to the intersection of the private road and Punta Gorda Street.

As designed, most traffic destined for or leaving the Hotel-Conference Center would use the main Punta Gorda Street driveway. Hotel-Conference Center traffic accessing the Central Business District (CBD) could use (1) the Punta Gorda/Milpas/U.S. 101 route; (2) a Punta Gorda/Cabrillo/Santa Barbara, Anacapa, State or Chapala Street route; or (3) a Punta Gorda/Milpas route to an east-west street such as Guiterrez. The first two routes would be more popular than the third.

Most, if not all, of the traffic generated by the condominiums would use the Carpinteria Street to Cabrillo Boulevard route on a routine basis. Most northbound traffic using the Carpinteria Street exit would travel west on Cabrillo Boulevard to its intersections with Santa Barbara, Anacapa, State, Chapala, or Castillo Streets. These streets would permit access to U. S. Highway 101 via the signalized intersections. Most southbound traffic using the Carpinteria Street exit would turn eastbound on Cabrillo Boulevard (if permitted) and continue to its intersection with U. S. Highway 101.

Traffic using the eastern connection of the private road with Punta Gorda Street would be expected to use Milpas Street for all trips. To reach Milpas from the private road would require two left turns, one onto Punta Gorda Street immediately followed by another left onto Milpas Street, within 100 feet of the first.

The project would have provisions for bus access to the main entry. A shuttle bus would operate between the Hotel-Conference Center and the airport. The pedestrian and bicycle path would provide for recreational trips to the park expansion area. Pedestrians accessing the beach from the site would cross Cabrillo Boulevard at the end of Punta Gorda Street and at the crosswalk at the end of Milpas Street.

Road and Traffic Effects. Impacts of the project upon vehicle routes are assessed by (1) estimating the number of vehicle and other types of trips which the project would generate; (2) routing the expected trips upon on site and off site roads; and (3) determining level of service changes for local streets and intersections, major intersections in the city, and Cabrillo Boulevard.

TRIP GENERATION. Table 4 shows the daily numbers of trips expected to result from the project, based upon seating capacities and square footage values. Once completed, the proposed development is predicted to generate approximately 7250 weekday trips and 7700 weekend trips. Of these, approximately 1400 would result from the residential section of the development. Peak hour trips generated by the proposed Park Plaza are also presented in Table 4. These trips are estimated to be approximately 710 and 720 for weekdays and weekends, respectively.

Table 4a presents a rough estimate of average user trip distributions resulting from use of the project facilities. Considered in Table 4a are trips by other modes, which would represent a fairly small percentage of the total. For purposes of worst case roadway and intersection analysis, it is assumed that all trips are by private auto or taxi. This is qualified in the discussion of Mitigation Measures. The worst case distributions of vehicle trips on local roadways and intersections are shown in Appendix F.

A maximum total of 27,600 vehicle miles of travel (VMT) per day is estimated to result from the project. This VMT determination is based on average trip lengths within the City of Santa Barbara (Lorden, 1979), assuming that approximately 1000 weekday trips and 400 weekend trips are work related (work related trips are slightly longer than non work related, 4.8 and 3.6 miles, respectively). The magnitude of the VMT associated with the project has significant implications in terms of air quality (see Section 3.10).

CABRILLO BOULEVARD. Effects of project related vehicles on Cabrillo Boulevard are defined in terms of roadway level of service, maneuverability and freedom from influence of other vehicles during hours of peak use. As shown in Table 4, peak hour trips would be similar on weekdays and weekends, with a maximum volume of approximately 720 vehicles per hour generated by the project. Assuming that 67 percent of the trips would use Cabrillo Boulevard between Punta Gorda Street and State Street, peak lane volumes would be increased by approximately six percent. Level of service A (free flow, desired speeds may be maintained) would be experienced along this segment, except at intersections with Carpinteria and Milpas Streets (discussed below under INTERSECTIONS.

TABLE 4. TRIPS GENERATED BY THE PROJECT¹

FACILITY	WEEKDAY TRIPS		WEEKEND TRIPS	
	DAILY	PEAK HOUR ⁴	DAILY	PEAK HOUR ⁴
Park (2.76 acres)	6	1	11	2
Hotel (500 rooms)	4000	300	4400	300
Conference Center (1500 seats) (62,500 ft. ²)	600	60	600	60
Condominiums (200 units)	1400	200	1400	200
Restaurants (31,052 ft. ²)	1242	149	1242	149
Tennis Courts (10) Based on CALTRANS data data	100	10	100	10
Retail Space (12,000 ft. ²)	960	98	960	98
Total ³	7255	711	7738	718

¹ Assumes WATS trip end factors

² Worst case estimate based on full utilization

³ Peak use periods do not all coincide. Conservative multi use assumptions.

⁴ Refers to roadway peak traffic hours: 4:30 to 5:30 p.m. weekdays; 4:00 to 5:00 p.m. weekends.

Sources: Earth Metrics, 1979
WATS, 1979

TABLE 4a. ESTIMATED DISTRIBUTION OF DAILY PROJECT TRIPS THROUGHOUT THE PROJECT AREA¹

TYPE OF TRIP	MODE (Percent Use)						
	<u>Auto</u>	<u>Air</u>	<u>Rail</u>	<u>Bus</u>	<u>Local Bus/ Transit</u>	<u>Bike</u>	<u>Foot</u>
<u>Access</u>	5	2	2	1			
<u>Commute</u>	15				.3	.3	.5
<u>Recreation</u>							
-autos city	15						
-to/from CBD	35				.3		
west on Cabrillo (Stearns, Wharf, Harbor)	5				.2	.3	1.5
-east on Cabrillo	5				.2	.3	1.5
-local (East Beach Palm Park)							8.5
TOTALS	80	2	2	1	1	2	12.0
¹ Weekend trips would be approximately 7740 daily vehicle trips and 1000 local recreation trips by foot or bicycle. Source: Earth Metrics, 1979							

Particularly during weekend peak periods, pedestrian and bicycle crossings of Cabrillo Boulevard will affect roadway capacity. This presently occurs as a result of heavy recreational use. Use of the project site will increase mid-block crossings (between Milpas and Santa Barbara Streets) in informal locations where no crosswalks exist. A moderate safety hazard is currently posed by such crossings during heavy traffic periods. Cumulative, increased need for crossings will result from establishment of the park expansion, use of the 1.56 acre parcel for parking, the relocation of the Arts and Crafts Show to the north side of Cabrillo Boulevard (proposed in the draft Coastal Zone Land Use Plan), and increased numbers of persons accessing the project site. A pedestrian crossing may become necessary.

A signalized pedestrian crosswalk may be the most feasible concept, although other possibilities are discussed in Mitigation Measures. Assuming that such a crosswalk is constructed, the roadway capacity of Cabrillo Boulevard would be reduced by approximately 30 percent during peak use periods. Impacts upon Cabrillo Boulevard traffic flow would be as follows:

- with addition of a signalized crosswalk and excluding project traffic, peak hour level of service would approach B (operating speeds beginning to be restricted somewhat; drivers still have reasonable freedom). This would be an impact of minor significance.
- with addition of a signalized crosswalk and including project traffic, peak hour level of service would approach C (speeds and maneuverability more closely controlled by higher volumes). Because viewing and leisurely driving are popular uses of Cabrillo Boulevard, this is considered a significant adverse impact.

During off peak periods, roadway level of service of Cabrillo Boulevard between Punta Gorda and South Barbara Streets, would be insignificantly affected by the project. Level of service A would be maintained despite the midblock crosswalk.

INTERSECTIONS. Two methods are used to assess the impacts of project traffic upon city intersections. One method was the WATS intersection capacity analysis to assess effects upon U. S. 101 intersections. (WATS Alternative 4a

volume to capacity (V/C) ratios are adjusted to account for the 30 percent larger trip generation of the proposed project). A second method analyzes critical movements of five intersections near the project: Milpas/southbound U. S. 101, Milpas/Punta Gorda, Milpas/Cabrillo, Punta Gorda/Cabrillo and Carpinteria/Cabrillo. A Critical Movement Summation method is used in Appendix F to analyze project effects on intersection level of service.

Predicted changes in intersection levels of service and V/C ratios are tabulated in Table 5. The expected levels of service with and without the proposed project are shown graphically in the Figure 6 overleaf. See Table 3 for description of intersection levels of service.

Analysis of Sunday peak hour traffic indicates that a number of intersections would operate at lower levels of service if the project were implemented as proposed. Significant adverse impacts upon intersections would be:

- Level of service changes to D, E and F at the intersections of U. S. Highway 101 with Santa Barbara, Anacapa, State and Chapala Streets. The presently adverse conditions would be worsened. The Chapala/U.S. 101 intersection is projected to exceed capacity with addition of project related traffic.
- Lowered levels of service or significant traffic volume increases at the following intersections near the project site: Milpas/southbound U.S. 101, Milpas/Punta Gorda, Punta Gorda/Cabrillo, Cabrillo/southbound U.S. 101. The first intersection noted would operate at level of service A, but would receive an increased vehicle volume of over 30 percent. The Milpas/Punta Gorda intersection would be severely reduced from level of service D to nearly its full capacity, or level of service F. Capacity of this intersection would be constrained by (1) narrow width of the two lane Punta Gorda Street, (2) high traffic volumes on Milpas Street, (3) the proximity of the proposed service road to the intersection (existing trucks would conflict with Punta Gorda Street traffic preparing to turn left onto Milpas northbound).

A left turn pocket presently exists for eastbound Cabrillo Boulevard turning onto Punta Gorda Street. Left turns would be controlled by eastbound Cabrillo

TABLE 5. PEAK HOUR LEVEL OF SERVICE AT INTERSECTIONS AFFECTED BY THE PROJECT

	WEEKDAY				SUNDAY			
	EXISTING LS ^a	V/C ^b	WITH PROJECT LS ^a	V/C ^b	EXISTING LS ^a	V/C ^b	WITH PROJECT LS ^a	V/C ^b
Milpas St. and Cabrillo Blvd.	A	0.24	A	0.25	B	0.61	B	0.61
Ninos Dr. and Cabrillo Blvd.	A	0.24	A	0.26	A	0.49	A	0.51
Punta Gorda St. and Cabrillo Blvd.	A	0.29	A	0.48	A	0.53	C	0.71
Santa Barbara St. and Cabrillo Blvd.	A	0.33	A	0.37	A	0.55	A	0.58
State St. and Cabrillo Blvd.	A	0.31	A	0.35	A	0.49	A	0.53
Castillo St. and Cabrillo Blvd.	A	0.38	A	0.41	B	0.66	B	0.69
Castillo St. and Montecito St.	B	0.63	B	0.63	B	0.61	B	0.61
Loma Alta Dr. and Cliff Dr.	A	0.25	A	0.26	A	0.21	A	0.22
Chapala St. and U.S. Hwy. 101	E	0.92	E	0.97	E	0.93	F	1.03
State St. and U.S. Hwy. 101	E	0.90	E	0.95	D	0.86	D	0.90
Anacapa St. and U.S. Hwy. 101	E	0.92	E	0.96	D	0.90	E	0.93
Santa Barbara St. and U.S. Hwy. 101	E	0.94	E	0.98	D	0.90	E	0.94
Castillo St. and U.S. Hwy. 101 Southbound Ramp	A	0.53	A	0.53	A	0.56	A	0.59
Milpas St. and U.S. Hwy. 101 Northbound Ramp	B	0.61	B	0.70	A	0.56	B	0.66
Milpas St. and U.S. Hwy. 101 Southbound Ramp	A	0.50	B	0.62	A	0.39	A	0.52
Cabrillo Blvd. and Coast Village Rd.	A	0.43	A	0.44	A	0.54	A	0.55
Cabrillo Blvd. and U.S. Hwy. 101 Southbound Ramp	B	0.64	B	0.67	A	0.59	B	0.63

(CONTINUED)

TABLE 5. (CONTINUED). PEAK HOUR LEVEL OF SERVICE AT INTERSECTIONS AFFECTED BY THE PROJECT

	WEEKDAY				SUNDAY			
	EXISTING LS ^a	V/C ^b	WITH PROJECT LS ^a	V/C ^b	EXISTING LS ^a	V/C ^b	WITH PROJECT LS ^a	V/C ^b
Harbor Way and Shoreline Drive	A	0.24	A	0.25	A	0.52	A	0.53
Loma Alta Dr. and Shoreline Dr.	A	0.23	A	0.26	A	0.38	A	0.38
Castillo St. and Haley St.	A	0.58	A	0.58	A	0.38	A	0.39
Anacapa St. and Cabrillo Blvd.	A	0.48	A	0.52	A	0.52	A	0.57
Chapala St. and Cabrillo Blvd.	A	0.44	A	0.47	A	0.49	A	0.52
Carpenteria St. and Cabrillo Blvd.	A	0.41	A	0.48	A	0.48	A	0.54
Milpas St. and Punta Gorda	C	0.76	D	0.86	D	0.88	E	0.99
^a LS= level of service ^b V/C=volume to capacity ratio Source: WATS, 1979 and Earth Metrics, 1979								

TABLE 6. SUMMARY OF PARKING REQUIREMENTS

FACILITY	GENERATION RATE	CITY REQUIREMENT ^a	PROPOSED ^b
Condominiums (Total)	1.5 for first 20 units 1.25 for each additional unit ^a	242	491
Hotel (Total)		1245	1000
Rooms	1.0 per room ^a	500	397
Conference Center	1.0 per 4 seats ^a	375	
Restaurants	1.0 per 100 ft. ^b gross floor area ^a	310	118
Retail Space	1.0 per 200 ft. ^b gross floor area ^a	60	
Employee Parking	77% by car with 1.2/car 10% by bus 12% non motor		167
Conferences Not Staying In Hotel			265
Total		1488	1491
Sources:	^a City Zoning Ordinance, 1974 ^b Edwards-Pitman, 1979 ^c WATS, 1979 and Earth Metrics, 1979		

Boulevard traffic, which is in turn controlled by the Milpas/Cabrillo signal. Level of service of the Punta Gorda/Cabrillo intersection would decrease from A to C during peak hours. Finally, the Cabrillo/southbound U. S. 101 intersection would receive a seven percent increase in traffic volume, causing it to operate at level of service B during peak hours.

The use of Carpinteria Street to serve the condominiums would not have a significant effect on level of service. Signalization would not be necessary or desirable in view of the scenic priorities of Cabrillo Boulevard. A minor adverse aesthetic impact would still result from development of a new intersection on Cabrillo, particularly if a signalized crosswalk is also needed.

The proposed project would not have a significant adverse effect on the response time of the fire and police protection services. The nearest fire station is approximately 1.2 miles from the project site via Milpas Street. This is the most direct route and would avoid the peak hour congestion at the signalized intersections of U. S. Highway 101. Emergency access throughout the proposed project would be facilitated by on site access corridors provided in the project plan.

Circulation and parking impacts of project construction were assessed for effects on intersection level of service. Construction traffic elements considered included: heavy duty vehicles, haul trucks, worker commute vehicles and other service vehicles. With the possible exception of Friday peak hour, construction impacts on Milpas/Punta Gorda, Milpas/U. S. Highway 101 and other intersections would not be significant. Peak hours of construction would not fully coincide with local peak hour traffic. Access and parking difficulties would be mitigated at the beginning of the construction period when an on site construction parking area would be constructed, and access needs to Milpas Street, Cabrillo Boulevard and Santa Barbara Street would be temporarily graded or developed within the site.

Parking. Criteria for evaluation of adequacy of planned parking area are contained in the city Zoning Ordinance. Because the project would be a multi use facility (i.e., hotel guests would also use restaurants, thus occupying only one parking space), a more appropriate set of criteria would evaluate

parking requirements of the project as a whole, rather than by individual project components. Because no comprehensive criteria for parking needs of multi use developments are currently available, such criteria would have to be developed through research, which is beyond the scope of this EIR. Since some of the expected patronage of the restaurant uses proposed is from hotel guests, some reduction in demand for parking from city requirements is envisioned. Also, it is expected that a moderate number of hotel patrons will arrive by taxi or bus obviating needs for some hotel parking spaces. Consequently, the only applicable parking criteria are those provided in the Zoning Ordinance, which may be overly restrictive in that no consideration is given for multiple uses in a single development. Appendix A presents assumptions used by the applicant in determining parking demand for the project.

The project would provide a total of 1491 spaces on site. The Hotel-Conference Center parking garage would provide 1000 underground spaces; the condominium garage would provide 400 underground spaces, and surface parking would provide another 91 spaces. Table 6 compares the proposed parking supply with the city requirement. By the city's criteria, the Hotel-Conference Center would be deficient by 245 spaces. Additionally, the WATS report recommends that the Hotel-Conference Center be required to provide an additional 100 spaces of public parking to compensate for elimination of the existing, illegal parking area on Carpinteria Street. This would not be provided in the project as presently proposed.

Another general recommendation of the WATS is for the city to provide public parking to alleviate the parking needs of Stearns Wharf. If Stearns Wharf is constructed with no on site parking, a new parking need for 480 to 750 spaces is anticipated. Three feasible sites were identified in the wharf area. The site considered by WATS to be most feasible would provide 300 spaces on both sides of Santa Barbara Street and bordered by Cabrillo Boulevard (Figure 6). The city owned 1.56 acre parcel to the east of Santa Barbara Street would be used to supply approximately 60 percent of these spaces. The Santa Barbara Street lots would be used in conjunction with either the existing City College lots or the proposed Transportation Center lots (WATS, 1979).

If the findings of the WATS are approved by the city, the Santa Barbara Street lots would have priority potential as parking spaces. The expansion of Chase

Palm Park as proposed by the applicant would be seriously reduced without the contribution of the 1.56 acre city parcel. The collective impact of the Park Plaza project and the proposed WATS parking lots would be to leave an area of approximately 4.5 acres available for park expansion on the project site west of Carpinteria Street.

The above parking issue and the WATS recommended requirement that the Hotel-Conference Center provide 100 public spaces would have significant bearing on Coastal Act requirements. The Coastal Act in Section 30212.5 requires that:

"Wherever appropriate and feasible, public facilities including parking areas and facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area."

The expanded parking facility for Stearns Wharf users (and other users, such as the Arts and Crafts Show) and the expanded Chase Palm Park area would both be public facilities. Without the proposed condominiums, both of these needs could be accommodated to an adequate extent. With the condominiums and the eastern Santa Barbara Street parking lot, the park space may be overused. Possible measures by which the parking impacts of the project could be mitigated are identified under Mitigation Measures in this section.

In summary, parking issues posed by the proposed project are:

- On site parking facilities as proposed would not meet the requirements of the city Zoning Ordinance. However, the Zoning Ordinance does not reflect multiple use considerations and may be overly restrictive. An independent evaluation of parking adequacy cannot be made in the EIR because of insufficient data on multiple use developments. A "best guess" based on local data would be inappropriate for evaluating a modification to an ordinance. An additional study to determine the probable parking need is described in Mitigation Measures.
- The project would not provide the 100 spaces of public parking recommended by the WATS report.

- If the condominiums were constructed and the city owned 1.56 acre parcel were used to serve local parking needs, the land area available for Chase Palm Park expansion would be limited to the dedicated 2.76 acre parcel and the city owned planting strip (3.7 acres) along Cabrillo Boulevard. Total available park expansion area would be 7.0 acres, of which 2.5 acres would be the linear portion of planting strip east of Carpinteria Street.

Alternate Modes of Travel. The project would have limited provisions for encouraging non automobile circulation. These would include a shuttle bus to and from the Airport, provisions for a bus stop, and the proposed bicycle path. As indicated in Table 4A, non auto trips would be expected to comprise a small proportion of total trips generated by the project (exclusive of local recreation trips to the beach, etc.). Considering current travel patterns, this modest percentage would be considered high for most developments. Visitors and tourists attracted by the project would be expected to use alternate modes to a slightly greater degree than average Santa Barbara residents.

AIR TRAVEL. Most conference users and other visitors would use either automobile or airlines for regional transit. Large groups would use tour buses or charter aircraft. Additional operations in Santa Barbara Airport resulting from the proposed project should not alter the stated historic annual growth rate of nine percent. Added air carrier flights through charter operations would be expected to add less than five percent to the existing air carrier operations. No increase in scheduled air carrier operations is expected as a result of the proposed project. As stated in Existing Setting, the forecast increase in carrier operations will not require lengthening of the main runway.

Air carrier availability, as determined by FAA allocations and recent cutbacks will be a primary determinant of the future level of air carrier activity at the airport (Murphy, 1979). As shown in Table 4a, the expected use of airlines is low. This reflects the current space shortage of airlines serving the airport. Some persons accessing the city from out of state would fly to Los Angeles International Airport and would then drive or fly by air taxi to Santa Barbara. From Santa Barbara Airport, access to the city would be via shuttle bus, limousine, taxi, rental car or MTD bus.

MASS TRANSIT. Although the WATS report estimates that less than one percent of trips in the waterfront area are by transit, positive efforts are recommended on the part of the city to improve transit along the waterfront and to and from the central business district. Improvement of mass transit in the city is recommended in the Redevelopment Plan in the form of increased MTD service, a people mover or jitney on State Street, and private efforts. The applicant proposes to provide a shuttle for hotel users to and from the airport; and possibly to provide a bus stop area at the hotel entrance. Measures to encourage greater use of transit and non motorized forms of transportation in the waterfront area are recommended in the WATS report, and reflect the transit objectives adopted by the city.

Mass transit is one of the only means by which long term circulation needs of this size of a project may be met in the future. Unless the scale of the project is reduced, deemphasis of the private automobile and expanded use of transit provide the primary mitigations to adverse roadway and intersection impacts.

Consequently, the project would require substantial additional efforts to reduce auto usage and to increase the attractiveness of other modes, principally transit. The proposed shuttle bus to the airport is one stop in the right direction. Additional steps are described in Mitigation Measures.

BICYCLE ACCESS. The proposed project would construct a pedestrian and bicycle path along the northern side of Cabrillo (Figure 2) between the Hotel-Conference Center and the park expansion. At its western terminus, the path would leave bicyclists the options of 1) crossing Cabrillo Boulevard to the East Beach bicycle path, 2) going through the 1.56 acre parking lot or park parcel to Santa Barbara Street (this street is not a satisfactory bicycle route) or 3) returning to the east via the same route. Thus, the bicycle path would be somewhat contained by the project site and would not provide an east-west through access. Were it more effectively linked to the bikeway system, it would have potential value in reducing the present over use of the East Beach bicycle route.

PEDESTRIAN ACCESS. A sidewalk would be constructed along the northern side of Punta Gorda Street. Landscaped paths would also provide access among

the Hotel-Conference Center buildings. The pedestrian and bicycle path would provide east-west access within the site and would terminate in the vicinity of Carpinteria Street.

To access the beach from the Hotel-Conference Center, a number of persons would walk directly down Punta Gorda Street and informally cross Cabrillo Boulevard (there is no crosswalk at Punta Gorda / Cabrillo). It would be considerably less direct to use the signalized crosswalk at the end of Milpas Street. Informal crossings at the end of Punta Gorda may pose a safety hazard during peak traffic hours. Condominium residents would access the beach by informally crossing Cabrillo at locations along the linear park. This would pose a similar safety hazard, particularly if numbers of children reside in the units. Pedestrian crossings to the beach from the 1.56 acre parcel would be at informal locations and at the Santa Barbara Street signal.

Pedestrian conflicts with bicyclists and roller skaters may occur on the proposed path. This would be particularly true if the Arts and Crafts Show were moved to the north side of Cabrillo Boulevard.

Relationship of Project to WATS Recommendations. Reference is made to WATS proposed measures identified in Existing Setting. The project would relate to the WATS transportation strategies in the following ways:

1. U. S. Highway 101 improvements would be necessary to mitigate the cumulative traffic congestion at grade level intersections. The interim 6-lane treatment is not being actively considered by the city or CALTRANS at this time.
- 2 and 6. State Street bicycle undercrossings would facilitate a safe bicycle route to the downtown from the project site. However, the project as proposed would not have a suitable place for bikes to cross Cabrillo Boulevard and access the East Beach bike path.
- 3 and 12. Transit improvements would be necessary, possibly on an even larger scale, to mitigate the impacts of project vehicle use.

7 and 10. To be consistent with the goal of providing bicycle parking, the project would need to provide 100 bicycle lockers or spaces. This would balance the provision of 1000 auto parking spaces.

8. The project may need to provide additional parking space for its own users. It must provide 100 public parking spaces to be consistent with the WATS recommendation.

The project would relate to the WATS strategies for new development in the following ways:

1. It is determined that the project would significantly ^{and adversely} affect U.S. Highway 101 intersections.
2. Adequate on site parking must be provided. The modified zoning ordinance should provide a clear definition of parking need for multi use developments.
3. The project would be required to provide preferential parking for carpoolers.
4. As for 7 and 10 above.
5. As for 8 above.
6. Use of the 1.56 acre parcel for a parking lot would reduce the total park expansion area.
7. As for 3 and 12 above.
9. The Transportation Center could serve the project site with adequate bus connections. The Hotel-Conference Center could include the Transportation Center in its shuttle bus route.
11. Monitoring Cabrillo Boulevard intersections to determine needs for signalization would allow continuing evaluation of pedestrian patterns as lands are developed. A need for signalization may become

evident if a midblock pedestrian crossing is considered. A need for signalization could alternatively be construed as a need for traffic reduction. Signals are considered unaesthetic by many persons, and would have an adverse visual impact on Cabrillo Boulevard.

The crosstown freeway alternative WR would be affected by the project in several ways:

- The extension of Salsipuedes Street may become less feasible with construction of the project as proposed. It is questionable whether the Southern Pacific crossing could be procured. A 1977 council action dropped further consideration of the Salsipuedes Street extension in partial return for dedication of the 1.56 acre parcel to the city. If the Park Plaza project were constructed and the city acquired the right to cross the Southern Pacific land holding, Salsipuedes Street could be extended along Carpinteria Street. The 35 foot width may need to be widened further to accommodate light industrial traffic and possible bicycle improvements.
- The freeway project would provide the only effective mitigation of the cumulative congestion impact at grade level intersections with U.S. Highway 101.

POTENTIAL SIGNIFICANT ADVERSE IMPACTS

1. The project would generate over 7200 vehicle trips and 27,600 vehicle miles of travel per day. This would have a significant ^{advers e impact} ~~social cost~~ in terms of air pollutant emissions and energy consumption.
2. If a midblock crosswalk is constructed on Cabrillo Boulevard to serve the users of the project, a future parking area or the Arts and Crafts Show, the level of service of the roadway would be lowered from A to C during weekend peak traffic periods.

3. The increase in peak hour traffic caused by the project would significantly ^{impact} ~~reduce~~ the presently poor level of service at U.S. Highway 101 grade level intersections with Santa Barbara, Anacapa, State and Chapela Streets. Several of these intersections would approach or exceed capacity.
4. The increase in peak hour traffic caused by the project would reduce levels of service at the Milpas/Punta Gorda intersection (D to E or F), and Punta Gorda/Cabrillo intersection (A to C). Increased traffic loads would also be experienced at the Milpas/U.S. 101 on ramps and the Cabrillo/U.S. 101 on ramp, although operation would still be at level of Service B or better.
5. On site parking facilities as proposed would not meet the requirements of the city Zoning Ordinance. A modification of the parking requirements of the Ordinance must be sought by the applicant. The Zoning Ordinance does not reflect multiple use considerations. Further study of the parking adequacy is needed before the request for a modification can be reviewed.
6. The project would not provide the 100 spaces of public parking recommended by the WATS report.
7. The project would require use of the city owned 1.56 acre parcel for park expansion. The city is considering use of this land for a parking area. WATS recommends the use of the parcel for parking and also recommends that the Hotel-Conference Center provide 100 additional spaces to compensate for loss of the Carpinteria Street parking area. Parking uses would thus compete with park expansion uses.
8. Existing level of transit service and proposed transit amenities of the project would not be sufficiently attractive to induce transit use at a level greater than one percent of total non-local trips. Increased transit use would be an essential strategy for reducing vehicle trips caused by the project.

9. The proposed bicycle and pedestrian path would not be an effective transportation link. A midblock signalized crosswalk on Cabrillo Boulevard of some equivalent measure may be necessary to allow for safe crossing during peak traffic hours. A signal would have an adverse visual impact.
10. The project would render two planned long term circulation measures less feasible: 1) the extension of Garden Street to Cabrillo Boulevard; 2) the extension of Salsipuedes Street to Cabrillo Boulevard.
11. *Occasional special events will impact surrounding intersections and roadway capacities to a greater extent than identified in this section.*

MITIGATION MEASURES

1. The estimated 7200 vehicle trips per day and 27,600 daily VMT generated by the Park Plaza complex is important in terms of intersection level of service, air quality, and energy consumption. Mitigation may be achieved by:
 - 1a. Implementation of parking, transit, and bicycle improvements in the project site and the waterfront area, as discussed below under 5, 8, and 9. Overall reduction in VMT estimated at 5 to 20 percent.
 - 1b. Deemphasis of private automobile use in an aggressive visitor information program providing train, bus and airport schedules and maps showing alternative means of accessing the CBD and other portions of the beach area. Use of the airport shuttle to greet and offer transportation to all AMTRAK and major flight arrivals, thereby avoiding the need for visitors to rent cars or hire taxis. Posters for conferences should advertise the city clean air and energy goals and explain the benefits of using alternate modes. Estimated VMT reduction: several percent.
 - 1c. Reduction of project scale. One hundred less hotel rooms would have a VMT reduction of about ten percent. Fifty less condominiums would reduce VMT by about five percent. Reducing restaurant and commercial space by 50 percent would reduce VMT by 15 percent.

2. Reduced roadway level of service (if a pedestrian crossing is necessary on Cabrillo Boulevard) could be avoided with the following measures:
 - 2a. Advise guests wishing to access the CBD that a Milpas Street/cross street route is preferable to using Cabrillo Boulevard. This would minimize unnecessary traffic on Cabrillo. Effect on roadway level of service would be equivalent to zero to one level of service. Partial mitigation.
 - 2b. Construct underground or above ground pedestrian and bicycle crossing of Cabrillo Boulevard. Underground crossing would have disadvantages of: near surface groundwater, construction effects on Cabrillo Boulevard, possible inundation by tides. Above ground bridge would have aesthetic and construction impacts. Effect of either strategy on roadway capacity would be to maintain peak hour roadway operation at level of service A. Full mitigation.
3. The contribution of the project to the increasing congestion at grade level freeway intersections with Santa Barbara, Anacapa, State, and Chapala Streets may also be lessened with implementation of non automobile transportation improvements. Long term mitigation of the freeway problem may be achieved through:
 - 3a. Implementation by the city and CALTRANS of a crosstown freeway project which provides, at a minimum, complete grade separation of the freeway, undercrossing of at least two roadways between the waterfront area and downtown, and a full freeway interchange with waterfront streets between the Castillo Street and Milpas Street interchanges (WATS, 1979). It is noted that, in freeway alternative WR, Garden Street would be the "waterfront street" with a full interchange. Considering the project as proposed, waterfront access would be available via Garden Street only by passing through the proposed park expansion or by connecting to Santa Barbara Street north of the tracks. Effect of this mitigation upon the grade level U.S. Highway 101 intersections: full mitigation.

Short term mitigation will also be needed until freeway improvements are approved and constructed. The WATS (1979) identifies the most feasible interim measures:

- 3b. Widen U.S. Highway 101 to six lanes through the signalized portion. Three through lanes in each direction could be developed within the existing street areas by marrowing the travel lanes to 11 feet. Level of service D would be achieved on summer Sundays under maximum site development in the waterfront area. The additional lanes would improve traffic flow throughout the Crosstown Transportation Corridor. This would reduce the level of service impact of the proposed project. It is noted that this suggested mitigation has not received endorsement by the city or CALTRANS.

The above two measures must be implemented by the city and the state. The applicant may somewhat reduce impact on U.S. Highway 101 intersections by:

- 3c. Development phasing such that the project would not be completed until the freeway is completed. Full mitigation.
 - 3d. Reduction of project vehicle miles traveled. Unfortunately, the maximum estimated VMT reduction for all suggested alternative transportation strategies would be insufficient to completely avoid peak hour level of service impacts on these critically loaded intersections.
- 4. The lowered peak hour level of service (D to E or F) at the Milpas/Punta Gorda intersection could be partially mitigated with:
 - 4a. Widening of this intersection to provide right/through and left turn lanes for southbound Milpas Street and a left turn lane for eastbound Punta Gorda Street. Peak hour level of service would remain at D. Nearly a full mitigation of project impacts.

- 4b. The above strategy, with signalization. Minor benefit is predicted to occur with signals. Peak hour level of service would remain at D. A detailed study would be necessary to assess the desirability of signalization.

The lowered level of service (A to C) at the Punta Gorda/Cabrillo intersection could be partially avoided by:

- 4c. Lengthening of the left turn lane on Cabrillo eastbound from the existing four vehicle spaces to ten. This would not change levels of service from C but would eliminate overflow of the left turn queue into the Cabrillo eastbound through lanes. Partial mitigation.

No recommendation is made for improving the Cabrillo/U.S. Highway 101 southbound ramp, which would still operate at level of service B or better. The Milpas/southbound U.S. 101 ramp could be somewhat improved by:

- 4d. Constructing a new right turn lane on Milpas northbound, between the railroad tracks and the U.S. 101 southbound on ramp. With this measure, project originated vehicles using the southbound ramp would not be controlled by northbound through vehicles, which must wait at a stop sign for the opposing running left turns to clear the intersection. Level of service A could be maintained most of the time with this type of improvement.
5. To determine the proper modification to the parking requirements of the Zoning Ordinance:
 - 5a. Conduct an original study of similar multi use developments in the west with consideration of at least 20 different complexes. Develop statistically significant multi use parking criteria and factors for hotels, restaurants, retail commercial uses and conference centers. Such a study would take approximately one to two months to completion.

If the proposed 1491 spaces are determined to be insufficient, the city may:

- 5b. Require provision of additional parking spaces to accommodate users of the Hotel-Conference Center. This would most likely be an expansion of the underground garage.
 - 5c. Require additional transit services sufficient to reduce automobile use by Hotel-Conference Center users, thereby reducing parking demand.
 - 5d. Reduce the size of the project so that parking needs may be more easily met with available land.
6. To compensate for the loss of approximately 100 existing parking spaces along the unimproved Carpinteria Street, the applicant could be required to meet the WATS recommendation to:
- 6a. Provide an additional 100 public beach parking spaces. Participation in financing a small part of an off site parking area could be considered as an acceptable substitute. If the applicant were to provide this space on site, an area slightly less than one acre would be required.
7. To resolve the conflict between the applicant proposed Chase Palm Park expansion, the eastern Santa Barbara Street/Cabrillo Boulevard parking lot, and the WATS recommendation that the Hotel-Conference Center provide 100 spaces of public parking, the city may:
- 7a. Approve the proposed project with use of the 1.56 acre parcel for public parking and use of adjacent acreage to provide 100 additional spaces. In this case, the Palm Park expansion west of Carpinteria Street would be composed of the dedicated 2.76 acres (minus about .75 acre for the 100 additional spaces) and the 3.71 acre planting strip.

- 7b. Deny or reduce the condominiums in size, thereby permitting construction of the eastern lot without sacrifice of scarce park space. Develop 100 public spaces on Carpinteria Street.
- 7c. Implement the second best measures identified in WATS to meet Stearns Wharf parking demand. Establish a parking lot at the Transportation Center with a State Street shuttle bus serving Stearns Wharf.
- 7d. Provide for additional spaces on the west side of Santa Barbara Street by constructing a partially sunken two story parking garage in this location¹. Use the area east of Santa Barbara Street for Chase Palm Park expansion. The garage could be partially financed by the applicant in fulfillment of the requirement recommended by WATS to provide 100 public parking spaces.
- 8. Mass transit use by Hotel-Conference Center and condominium travelers could be encouraged by measures identified in WATS:
 - 8a. Improvement of MTD service on the Cabrillo Boulevard route to include a shuttle between City College and Milpas Street. This shuttle would circle around Milpas and Punta Gorda Streets and would serve the Hotel-Conference Center.
 - 8b. Provide improved service from Cabrillo Boulevard to the central business district in the form of a State Street people mover and rerouting of MTD Line Number 21 to use the (proposed) State Street undercrossing. The State Street people mover would be complemented on weekdays by a downtown people mover. The downtown people mover would also connect with the shuttle bus system.
 - 8c. Encourage transit use by posting routes and schedule information, as well as the directions to the shuttle bus stop (see Mitigation 1b).

¹Recommended to minimize visual impact and adhere to building height policies along Cabrillo Boulevard.

9. To minimize impact upon Cabrillo Boulevard scenic resources caused by the proposed Carpinteria intersection and a midblock pedestrian crossing:
 - 9a. Landscape the intersection. Minimize the signage. Intentionally constrict the Carpinteria roadway width within 30 feet of Cabrillo Boulevard to provide screening of parked cars visible from Cabrillo Boulevard.
 - 9b. Locate the crosswalk approximately 500 feet west of the Punta Gorda intersection with Cabrillo Boulevard. Use low light standards. Paints with brown or green colors or use wood for standards.
 - 9c. Construct an underground walkway, or construct an above ground bridge. For the latter, use a gently arched form, constructed of wood or other visually pleasing material.
 10. Garden Street could still be extended to Cabrillo Boulevard if the project were implemented:
 - 10a. Extend Garden Street south and east to join Santa Barbara Street north of the tracks. Use Santa Barbara Street intersection with Cabrillo Boulevard. Full mitigation.
- Salsipudes Street could also be extended to Cabrillo if legally feasible.
11. *Applicant should coordinate special events with the city so that appropriate traffic controls, rerouting, and timing of events can be resolved.*

WATS identifies a number of measures to stimulate bicycle use and improve bicycle safety in the waterfront area. No additional routes are recommended to serve the project site, but the WATS report recommends implementation of the City Bikeways Master Plan, which would include development of an on road bicycle route on Milpas Street. In addition, downtown bicycle access would be improved with inclusion of a bikeway in the plans for the State Street undercrossing. The WATS recommends bike storage racks to better serve waterfront activities, to be provided by all new developments at a minimum

of one bicycle parking space for every 10 automobile spaces. The city may, in accordance with the recommendation:

- 1a. Require provision of at least 140 bicycle parking spaces within the development. Require provision of showers for use by employees.

In addition, the applicant could encourage bicycle use by Hotel-Conference Center guests by:

- 1a. Operating a bike rental and sales shop, and posting advertisements and bicycle routes in locations where guests may notice them.

EXISTING SETTING. The project site comprises 32.35 acres of level land situated longitudinally along Cabrillo Boulevard. The site is immediately bounded by Cabrillo Boulevard to the south, Milpas Street to the east, Santa Barbara Street to the west, and the Southern Pacific railroad tracks to the north. The Pacific Ocean and adjacent East Beach and Chase Palm Park are located directly across Cabrillo Boulevard from the site and are the dominant visual elements in the project area. However, these elements are not visible from many interior portions of the site because of the relative flatness of the site and associated blockage of views by the dense row of trees and shrubs along Cabrillo Boulevard.

At present the greater part of the site is vacant, a pocket of undeveloped land surrounded by urbanization. Surrounding land uses are recreation (East Beach and Palm Park) to the south, industrial to the north, commercial to the west, and commercial and residential to the east. The vacant portion of the site primarily supports untended annual grasses, clumps of eucalyptus trees, street trees along Cabrillo Boulevard and barren areas along the railroad tracks and in the eastern portion of the site (see Figure 19). Several structures are also located on the site, including:

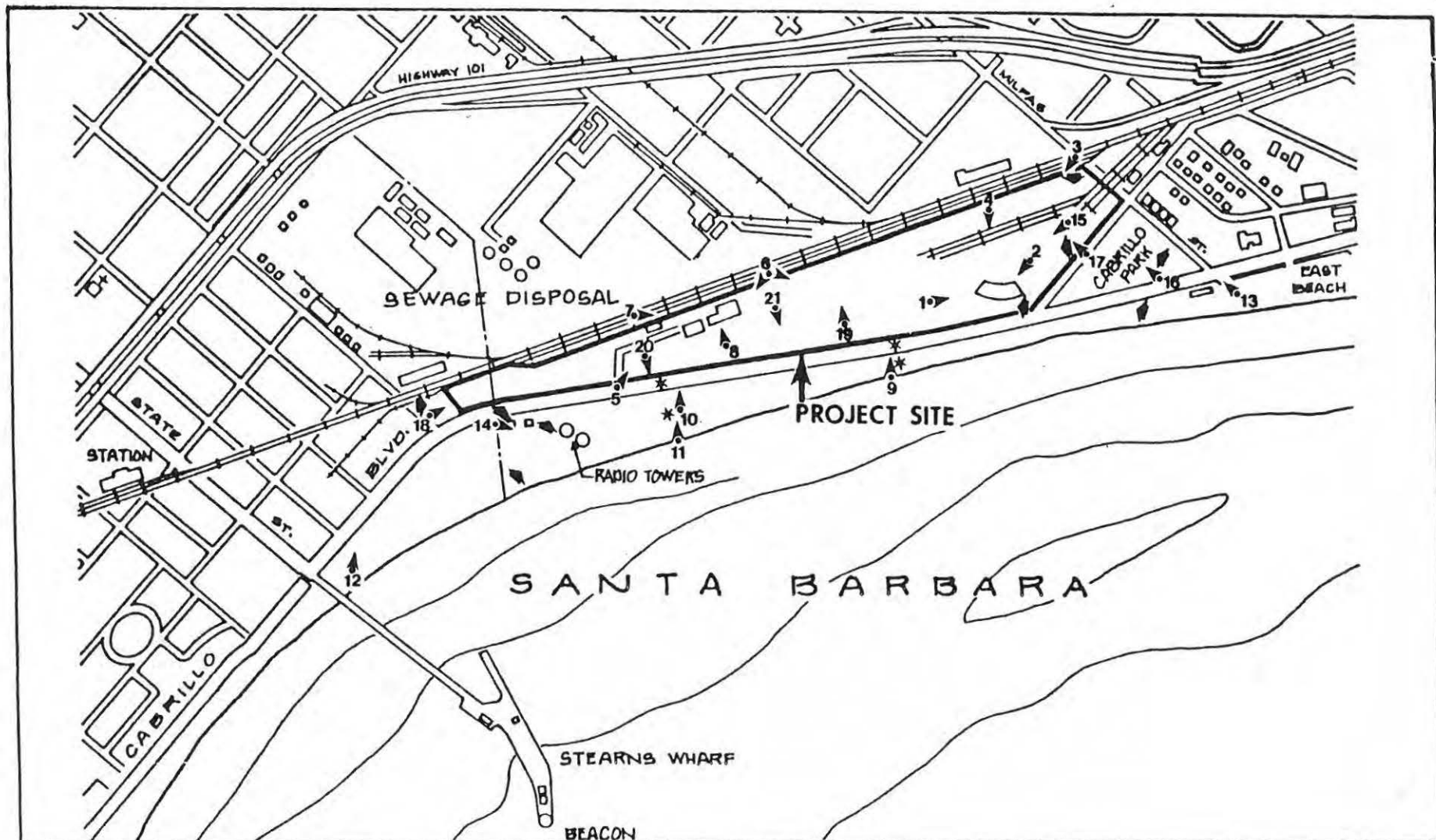
- The Southern Pacific roundhouse on the corner of Punta Gorda Street and Cabrillo Boulevard which now contains commercial uses (Plates 1 and 2).
- A lumber business on the northeast corner of the site consisting of several buildings and an open lumber yard (Plates 3 and 4).
- A small, Spanish colonial style building on the corner of Carpinteria Street and Cabrillo Boulevard which contains an art enterprise (Plate 5).
- The National Ice Company icehouse, a white building now containing several commercial uses, located on the central portion of the site (Plates 6, 7 and 8).

The interior portion of the site is largely unattractive because of: (1) the unmaintained state of the site and several of the existing buildings; (2) the lack of concern for visual amenities demonstrated in the design of some of the buildings on the site and adjacent industrial uses; (3) the monotony of flat, barren areas along the railroad tracks and the eastern portion of the site, and (4) the occurrence of scattered debris on the site.

Figure 7 shows the locations of major view corridors in the project area. Figure 8, Plates 1 through 21, provides a photographic reconnaissance of the project area from 21 vantage points. Figure 7 shows the locations of these vantage points. Plates 9 and 10 indicate the approximate visual scale of project features within the visual setting. The solid white line approximates the roof line of the buildings, based on the available architectural renderings of the project. In views from East Beach to the north (Plates 11 and 12), the crest of the Santa Ynez Mountains has been outlined to better display the visible summit. The photographs were taken with attention to prominent visual features on the site and in the surrounding area. Particular emphasis was given to the view corridors identified below.

View Corridors. View corridors encompassing the project site are shown in Figure 7. Views from Cabrillo Boulevard, the shoreline and ocean to the north compose the major view corridors related to the project. Cabrillo Boulevard is a designated city scenic route (Helmer, 1979) providing scenic views of the ocean, Palm Park, Montecito foothills and Santa Ynez Mountains. The project site is visible to persons driving along Cabrillo Boulevard for less than two minutes; bicyclists and pedestrians view the site for longer durations. Trees and shrubs planted along the roadway largely block views into the site, although this vegetation also provides attractive roadside greenery which screens various unsightly interior portions of the site. Figure 8, plates 13 and 14 show the project site as seen by east and west bound motorists along the roadway.

Visitors to the popular recreational areas of East Beach, Palm Park and adjacent ocean can directly view the project site, as shown in Plates 9 to 12. Views from these locations typically include the tall, striking palm trees in Palm Park, the roadside trees on the site along Cabrillo Boulevard, the upper portion of the Southern Pacific roundhouse, and the Santa Ynez Mountains and foothills in the background. The draft Conservation Element of the city General Plan (1977)



LEGEND

- ◆ View Corridors
- * Vantage Points for View Analysis
- 13● Photo Vantage Points



SCALE
1" = 700'

earth metrics

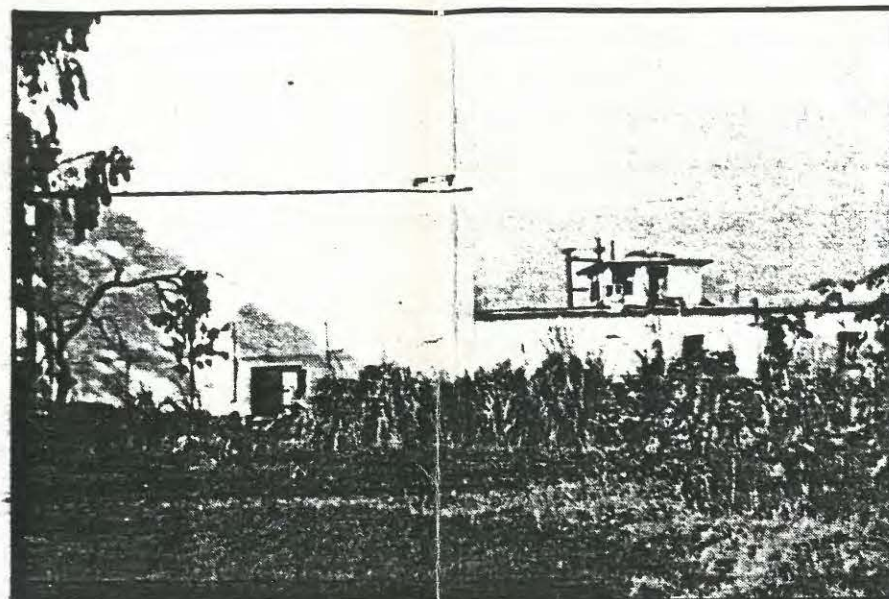
FIGURE 7. LOCATION OF VANTAGE POINTS AND VIEW CORRIDORS
IN THE PROJECT AREA

Figure 8, Plates 1-7 and 11-21 are contained in the Draft EIR

Note: Figure 8, Plate 9 is in error. The white line showing worst case view blockage is corrected as follows:

- o Rightmost 5 1/4 inch line is 1/16 in. too high.

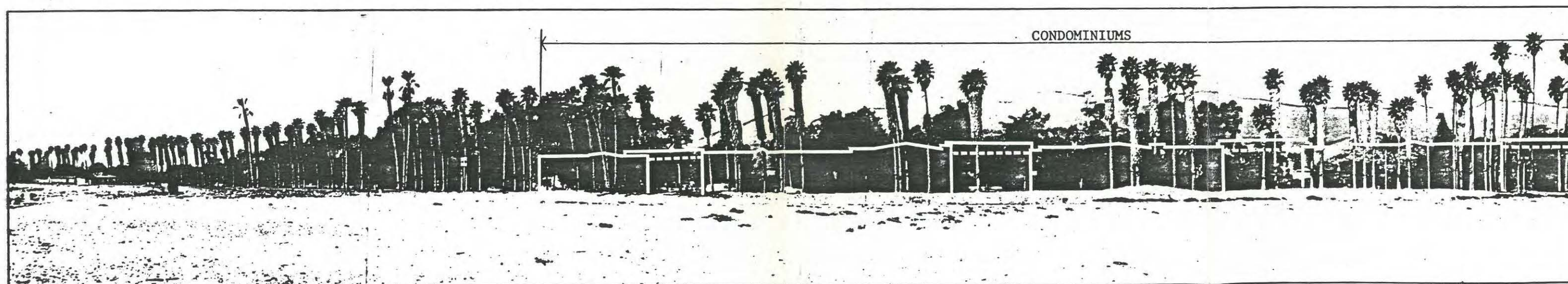
8



9

NOTE: SOLID WHITE LINE -- BLOCKAGE OF PROPOSED PROJECT
DASHED WHITE LINE -- BLOCKAGE OF TWO STORY BUILDINGS (NOT PROPOSED)

10



earth metrics
1000 siwell court
palo alto, ca. 94303

FIGURE 8. (Continued) PHOTOGRAPHIC RECONNAISSANCE OF THE PROJECT AREA

designates the mountains as a valuable scenic resource of which views from the beach should be protected from shoreline development. From the beach, the upper one half of the Santa Ynez Mountains can generally be viewed; the lower one half of the mountains is partially screened by street trees along Cabrillo Boulevard. Where roadside vegetation is lower or less dense, views of the lower mountain slope and of the foothills are available (Plates 9 and 11). Much of the residential hillside areas can be seen. The upper portion of the roundhouse (approximately one fourth of the building) is also evident from the beach and park. The roundhouse locally blocks views of the lower one half of the mountains.

Local view corridors include Milpas Street, Santa Barbara Street, adjacent industrial uses north of the site, and Punta Gorda Street and baseball field. In comparison with the major view corridors of Cabrillo Boulevard and the shoreline areas, these local view corridors tend to have a smaller viewer capacity and/or contain uses which are not as dependent upon a visually pleasing setting.

Milpas Street borders the eastern boundary of the site. The site is visible to drivers on this roadway for approximately 30 seconds. Travelling south on Milpas Street, one views the unsightly lumber business on the northeast corner of the site (Plate 3) with the adjacent barren land in the foreground (Plate 15) and the roundhouse and eucalyptus trees evident in the distance. This eastern portion of the site is largely devoid of greenery and is a visual detriment. Trees on the site at the corner of Punta Gorda and Milpas Streets and trees along Milpas Street rimming the baseball field block views of the site from the intersection of Milpas Street with Cabrillo Boulevard and largely from homes along Milpas Street.

The Punta Gorda baseball field and Punta Gorda Street also directly view the barren and unattractive commercial land on the eastern portions of the site, as shown on Plates 16 and 17, respectively. Eucalyptus trees located along the northeast and southwest portions of Punta Gorda Street somewhat screen the site from these locations. The large, unpaved, barren area (which probably originated from the travel of vehicles to and from businesses on the site), the railroad spur, and the unsightly rear of the lumber business is particularly evident from Punta Gorda Street.

Santa Barbara Street borders 1.56 acres of unmaintained land owned by the city. The project site is contiguous to the eastern border of this city owned parcel. Drivers on Santa Barbara Street view the city property for approximately 15 seconds plus time spent waiting at the stop sign at the Cabrillo Boulevard intersection. Trees on the site near the roadway largely screen views from the corner into the site. Land near the railroad tracks is devoid of vegetation as a result of vehicle travel. Looking southwest from the rail crossing with Santa Barbara Street, one can see down the tracks into the interior of the site. Eucalyptus trees are readily apparent with commercial structures in the distance. Plate 18, which was taken from Santa Barbara Street midway between Cabrillo Boulevard and the railroad tracks, shows the city property adjacent to the site.

Industrial uses border the northern edge of the project site. Though viewers in portions of this area can directly see the site (Plates 3, 6, and 7) these views are not considered significant since industrial areas are not dependent on visual amenities and do not have a large viewer capacity. However, the project site is part of the sensitive view corridors from the residential hillside areas of Eucalyptus Hill and Miramonte Drive.

View Opportunities from the Project Site. Looking north from the central, interior portion of the site, one sees the unattractive railroad tracks and adjacent industrial uses in the foreground with impressive views of the Santa Ynez Mountains and foothills in the background, as shown on Plate 19. The foothills and mountains are prominent in the overall city landscape and are an important visual resource.

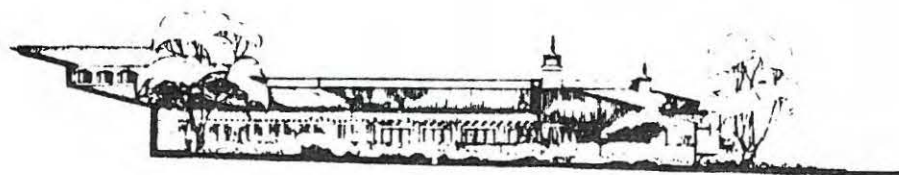
Looking south from the interior portion of the site, the Punta Gorda baseball field and street plantings along Cabrillo Boulevard can be seen. If the street plantings were less dense or absent, pleasing views of Palm Park, East Beach and the ocean would be available from the site interior (Plate 20). The shoreline and ocean are extremely important visual resources to the city; these resources contribute greatly to the character of the city and are often primary attractions to visitors. The draft Conservation Element designates the project site as being located within an area of visual sensitivity because of its proximity to the shoreline. Policies of the California Coastal

Zone Conservation Commission support the protection and enhancement of coastal scenic qualities for the public. Section 30251 of Chapter 3 of the Coastal Act articulates the need for visual resource preservation within the coastal zone:

"30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas."

IMPACTS. The proposed project would provide both beneficial and adverse visual impacts to the project area. The following discussion describes the proposed landscaping and architectural characteristics of the project and analyzes the project's effects, from an objective standpoint, on local view corridors and view opportunities from the project site.

Description of Architectural Characteristics. The hotel and conference facilities would be constructed on the eastern, significantly disturbed portion of the site. These buildings would replace the existing railroad roundhouse and the structures associated with the lumber business. The proposed Hotel-Conference Center would be Spanish colonial in style, composed of the following elements: red tile roofs, off white stucco walls with terra cotta floor tile, rectangular or semi arched fenestration, skylights, several finials, a prominent weathervane and paved terraces and decks. A courtyard and traffic circle paved in brick or stone would serve as the major entrance to the Hotel-Conference Center from Punta Gorda Street. This Spanish colonial style and light colors would be compatible with the character of Santa Barbara architecture; Figure 9 displays the project architect's rendering of the Hotel-Conference Center as seen from Punta Gorda Street and the western edge of the hotel development (Edwards-Pitman, 1978).



WEST ELEVATION



SOUTH ELEVATION

FROM MOUNT JORDAN

1/2" = 1' 0"

AMERICAN TRADITION CORPORATION
 80 HUNTER STREET, NEW YORK, N.Y. 10013
 1-800-451-1234



earth metrics

FIGURE 9. ARCHITECTURAL RENDERING OF HOTEL - CONFERENCE CENTER

The condominiums would be constructed from Carpinteria Street to 1500 feet east of Carpinteria Street. The condominiums would replace the existing annual grasses, many of the eucalyptus trees and the few marshy areas on this portion of the site (Plate 21). The small Spanish colonial building on the corner of Carpinteria Street and Cabrillo Boulevard and the unsightly white building (former icehouse) on the interior part of the site would also be replaced by the proposed condominiums. These existing buildings are probably of marginal architectural significance. The condominiums would be Mediterranean in style as shown on Figure 10, the architect's rendering of the two and three storied condominiums. This style would be of compatible appearance with the Hotel-Conference Center and architectural themes of the City of Santa Barbara. However, the exterior materials for the condominiums have not yet been chosen and could have a strong effect upon the visibility of the structures against the local greenery as well as the scenic backdrop. The condominiums would be oriented toward the ocean and interior landscaped courtyards.

Ten tennis courts would divide the commercial, public-oriented areas from the quieter residential areas of the project. The court area would be approximately 250 feet in width when viewed from Cabrillo Boulevard (Figure 2). Courts would be partially recessed with a grass berm for screening purposes along the southern side.

No detailed landscaping plan has been prepared for the proposed project, though the applicant has formed general landscaping themes. The strip of land owned by the city along the north side of Cabrillo Boulevard would be landscaped and maintained by the applicant. The project proponent seeks to create a beach front parkway effect (similar to that of Palm Park) along the north side of Cabrillo Boulevard by planting palms in lawn areas and constructing a public walkway along the roadway. The existing, healthy trees along the roadway and in the proposed Chase Palm Park expansion area would be preserved, although the density of vegetation along the roadway would likely be decreased to provide views from the site to the shoreline. Colorful shrubs, vines, and flowers would be utilized in the condominium and hotel areas to create a Mediterranean atmosphere compatible with Santa Barbara themes.

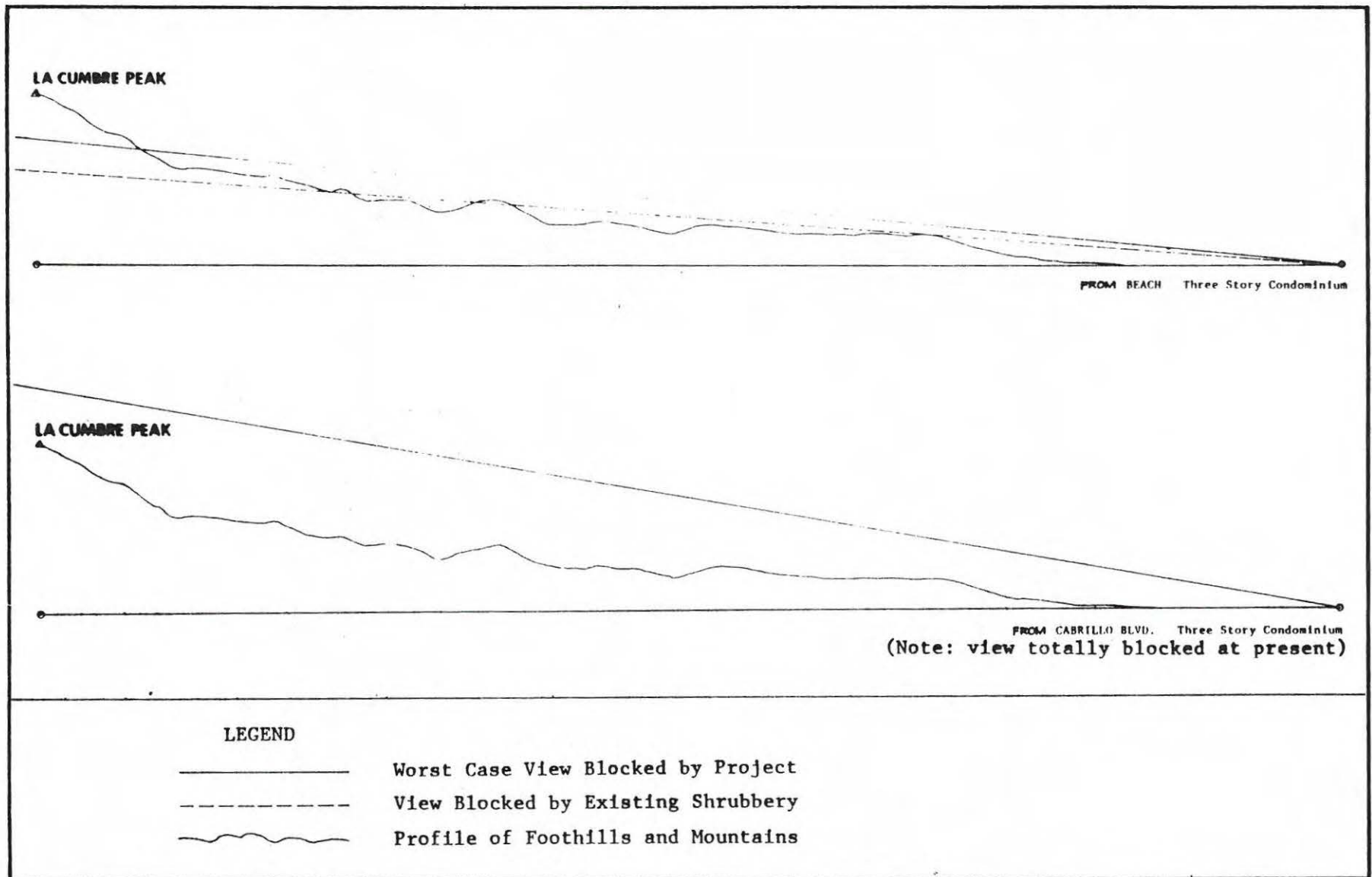
Figure 10, Architectural Renderings of Condominiums, is contained in the Draft EIR. Full sized renderings by Edwards-Pitman (1978) are available at the City Division of Land Use Controls, 620 Laguna Street.

The amended City of Santa Barbara General Plan recognizes the project site as an appropriate location for a Hotel-Conference Center. The General Plan recommends that a potential Hotel-Conference Center at this location should have a low, open profile, a style and scale compatible with the character of the city, building separations to reduce the intensity of the development, unobtrusive signs, and excellence in landscaping and architectural designs. The Architectural Board of Review of the city will apply specific architectural guidelines to the proposed project plans. These will reflect the visual concerns of the General Plan and community. These comprehensive guidelines address the design theme, scale, proportions, color, textures, roof lines, signage, density of development, exterior lighting, compatibility of landscaping with the development, visual relationship to the water, and screening of unsightly areas.

View Corridors. The proposed project would be readily apparent in the major view corridors from Cabrillo Boulevard, Chase Palm Park, and East Beach. The major concerns when considering alterations to existing views from these areas are 1) potential blockage of the mountains particularly for pedestrians and bicyclists and 2) decrease in the feeling of openness and naturalness in the shoreline setting.

To determine the effects of the project on views of the mountains from Cabrillo Boulevard and shoreline areas, a view analysis was performed. Figures 10 and 11 show topographic profiles of the mountains from vantage points on Cabrillo Boulevard and East Beach. Viewers are oriented toward La Cumbre Peak, locally the highest point in the Santa Ynez Mountains. The viewer orientation is not perpendicular to Cabrillo Boulevard and does not represent the worst case. (Locations of the vantage points are shown on Figure 7.) Views of the slope below the solid lines on Figures 11 and 12 would be blocked by the proposed hotel or condominiums. The dashed lines indicate the approximate elevation below which views of the slope are currently blocked. Figure 11 shows the portion of the slope blocked by a three story condominium located approximately 180 feet from Cabrillo Boulevard. Figure 12 shows the portion of the slope blocked by the three storied hotel building located approximately 390 feet from the roadway.

From Cabrillo Boulevard, views of the mountains are largely obliterated at present by dense stands of roadside landscaping and the railroad roundhouse. The proposed project would have a beneficial impact by creating an overall, minor addition of mountain views from the roadway. The tennis courts would provide a 250 foot wide view

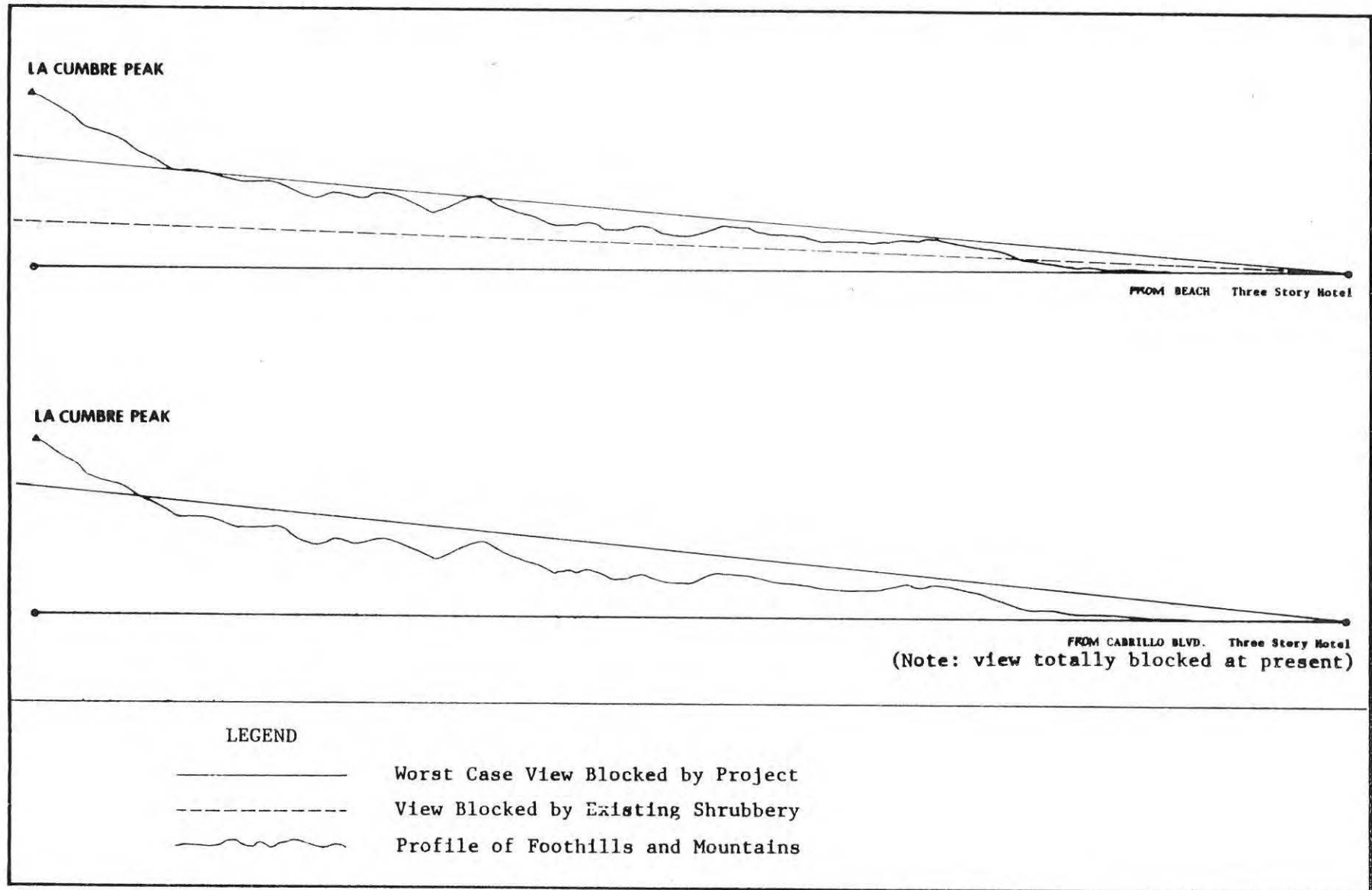


earth metrics

SCALE

1" = 3320'

FIGURE 11. PROFILE OF VISIBLE FOOTHILLS AND MOUNTAINS,
CONDOMINIUM IN FOREGROUND



earth metrics

SCALE

1" = 3320'

FIGURE 12. PROFILE OF VISIBLE FOOTHILLS AND MOUNTAINS,
HOTEL IN FOREGROUND

corridor to the foothills and mountains. Partial views of the mountains may also be created by the thinning of vegetation in the Chase Palm Park expansion area and adjacent land owned by the city. Other parts of the project would largely block views of the mountains. Many of these views are presently blocked by roadside vegetation and the roundhouse. The condominiums (particularly the two storied structures) would entirely block views of the mountains from the roadway. The three storied hotel building at approximately 400 feet from the roadway would block approximately the lower two thirds of the mountains (Figure 12). The southernmost hotel building at approximately 120 feet from the roadway would completely obstruct views of the mountains, particularly for western bound motorists at the Punta Gorda Street/Cabrillo Boulevard intersection.

From East Beach, the upper one half of the mountains is typically visible. Views of the lower slopes and foothills are apparent where nearby roadside landscaping is lower or less dense. The proposed project should create views of the lower half of the mountain in the Chase Palm Park and tennis court areas by removing vegetation along Cabrillo Boulevard. The hotel and condominium developments would adversely impact the local visual quality by reducing views to the mountains. The condominiums would substantially reduce views of the upper portion of the mountains, from East Beach as shown in Figure 11. The three storied hotel building located 400 feet from the roadway would also decrease the visible mountain area (Figure 12) but to a lesser extent than the condominiums. The two storied hotel buildings would entirely block local views of the foothills, although the roundhouse currently located in this area blocks approximately the lower half of the mountains from East Beach.

Another effect of the proposed project would be the potential reduction in the natural, atmosphere of the shoreline area. The existing dense greenery along the roadway presently creates a sense of naturalness, moderating the urban nature of the area. The project would entail the thinning of this vegetation, thereby allowing views into the site of the proposed man made structures. The condominiums and western portion of the hotel would be highly visible from Cabrillo Boulevard and shoreline areas, particularly if light wall colors are used. In Figure 8, Plates 9 and 10 show the approximate roof line and breadth of these buildings from East Beach superimposed against existing vegetation. At night,

light would emanate from windows facing the roadway and glare would be produced during the afternoon. Views of the conference center from Cabrillo Boulevard and shoreline areas would largely be obstructed by the intervening Punta Gorda baseball field. The landscaping buffer of approximately 60 to 120 feet width proposed to be developed in front of the condominiums and hotel would serve to moderate the prominence of the condominiums and hotel buildings and continue the beach front parkway appearance of Palm Park onto the north side of Cabrillo Boulevard. The landscaping of the proposed 2.76 acre Chase Palm Park expansion area would also help provide a transition between shoreline natural resources and proposed commercial and residential structures. Because of these landscaping buffers, the proposed project would be significantly less visually intense than the adjacent, existing motels and hotels located to the east along Cabrillo Boulevard.

From Milpas and Punta Gorda Streets, the existing view of the barren, unmaintained area and unattractive lumber business would be replaced by views of the proposed hotel and attendant landscaping. From Santa Barbara Street, the landscaped strip of city property along Cabrillo Boulevard would be visible instead of the existing unmaintained vegetation. No plans are available for the unsightly portion of the city owned 1.56 acre parcel near the railroad tracks.

View Opportunities from the Project Site. The location of the project site between highly scenic shoreline resources to the south and unsightly industrial areas, railroad tracks, and telephone poles immediately to the north provides significant design constraints to the project. The project is primarily oriented towards the ocean and shoreline. In the design of the condominiums, the project proponent intends to maximize views to the ocean and interior, individually landscaped courtyards. Similarly, the hotel facilities appear to be oriented towards the coastline or interior landscaped areas. The southernmost, two storied hotel building would partially block views of the shoreline from the lower floors of the three storied hotel building to the north. The convention facilities would primarily overlook the attractive Punta Gorda baseball field.

Direct views of the coast from the project site would be created for some of the residents of the condominiums and visitors of the Hotel-Conference Center. Viewing opportunities of the shoreline would also be increased for the general public by the establishment of a public pathway along the north side of Cabrillo Boulevard. Views toward the mountains would be available from portions of this pathway.

Partial views of the Santa Ynez Mountains may be available to the most northerly hotel and condominium buildings. However, foreground views of unsightly industry, railroad tracks and telephone poles may also be experienced from northernmost buildings. Since detailed building designs are not yet available, it is not possible to indicate how effective building would be in minimizing foreground views. To attain adequate soundproofing from adjacent railroad activity, however, the project architect has proposed minimal provision of windows on the north sides of condominium and hotel buildings (Pitman, 1978).

POTENTIAL SIGNIFICANT ADVERSE IMPACTS

1. Views of the mountains from Cabrillo Boulevard and East Beach would be somewhat decreased from certain locations. These views are an identified scenic resource of the city.
2. The project would construct structures in an open space area of high public visibility.

MITIGATION MEASURES

1. The project would require a tradeoff of some public views of the foothills and mountains for other visual amenities. Proposed and potential measures to improve the mountain views from Cabrillo Boulevard and East Beach are:
 - 1a. Provide landscaping and trimming of vegetation along Cabrillo Boulevard. Provide view corridors through a dedicated park parcel and tennis courts (PROPOSED).
 - 1b. Limit building heights to two stories. The two story condominiums near Cabrillo Boulevard would continue to block views of the foothills

from the beach. Reduction of the three story hotel building to two stories would provide an approximate 15 percent increase in views of the foothills in this limited area.

- 1c. Provide a lower density project in which buildings are oriented in a north/south direction perpendicular to Cabrillo Boulevard and East Beach, rather than in an east/west direction. Visual and public access between the buildings could be provided. This orientation would increase viewing opportunities of the Santa Ynez Mountains from Cabrillo Boulevard, Palm Park, and East Beach. It could also minimize views from the condominiums and hotel of the railroad tracks and industrial uses to the north. Coastal views from the condominiums would be reduced. This orientation would also be conducive to active solar heating and passive cooling.
- 1d. Provide a landscaped open space rather than the proposed structures on the portion of the site proposed for condominium development.
- 2. The project would also entail a tradeoff of the undeveloped and vegetated aspects of the existing site for a developed, landscaped and maintained appearance. Measures by which the existing natural aspects of the site may be partly preserved while also creating an attractive new development are:
 - 2a. Loading docks, trash collection areas, and other necessary, but unsightly parts of the Hotel-Convention Center should be adequately screened and located away from visitor serving facilities of intense use (e.g. restaurants, shops) (PROPOSED).
 - 2b. Landscaping along Cabrillo Boulevard should be compatible with that of Chase Palm Park and should utilize existing mature and healthy trees (PROPOSED).
 - 2c. Signage should be minimal, clear, and unobtrusive.
 - 2d. Drought resistant trees and shrubs should be planted near the railroad tracks and industrial areas from the condominiums and hotel.
 - 2e. Mitigations 1c and 1d above.

EXISTING SETTING. Almost 1860 acres are currently used or reserved for park and recreational use in the Santa Barbara area. However, about 1000 acres of this land are undeveloped and located in rugged terrain outside of the city limits. Despite this apparent abundance of park facilities, the city is not meeting the recreational needs of the existing population, primarily because the largest parks and open spaces are located on or outside the edge of the city. In addition, Santa Barbara parks serve visitors and people living outside the city limits, as well as residents of the city (Central City Redevelopment Environmental Impact Report, 1977).

Parks are generally classified according to size. A mini park or tot lot generally contains two acres or less. Neighborhood parks typically contain two to ten acres. A community park would contain 10 to 35 acres and would serve an area larger than one neighborhood. A city wide park would draw users from the entire city and would generally be about 25 to 50 acres in size. Regional parks serve an entire region and would usually contain 50 or more acres. In addition to these types of facilities, Santa Barbara contains some plazas of varying sizes. Special use facilities, such as swimming pools and tennis courts, can also be of variable size.

There are several parks and recreational facilities in the vicinity of the project site. Chase Palm Park, south of the site, is a beach and turf area which serves a wide variety of recreational activities. People use the park for jogging, picnicing, bicycle riding, dog walking, and a variety of other uses. On Sundays and holidays Chase Palm Park is used for the Domingo Art Fair. Chase Palm Park is a city park and attracts users from the entire city. The beach area of Chase Palm Park is only used to 10 percent of its capacity; however, the turf area is used at its capacity on weekend afternoons (CCRP EIR, 1977).

There is other beach area available in the City of Santa Barbara for public use. The waterfront east and west of the site is available for public use. The beach area is interrupted by the harbor, located southwest of the site; however the harbor also serves an ocean oriented recreational need. The city estimates that about 48 square feet of beach is available per resident (CCRP EIR, 1977).

A baseball diamond is located east of the site in the triangle formed by Punta Gorda and Milpas Streets and Cabrillo Boulevard. Further east is a zoo, and the Andree Clark Bird Refuge. The bird refuge is not available for intensive recreational use, but does add to the amount of open space in the area.

Stearns Wharf, located west of the site, is presently closed to the public. However, it has the potential to become a major recreational and commercial center if it is ever developed.

Coastal Act Policies. Several sections of the Coastal Act of 1976 establish policies for recreational resources in the coastal zone and appear to be applicable to the proposed project.

- Section 30213 reads in part: "Lower cost visitor and recreational facilities. . .shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred."
- Section 30253 reads in part: "New development shall: (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses."

Additionally, Sections 30220, 30221, 30222, and 30223 apply to the project and its recreational characteristics. These sections are cited in Section 3.1.

IMPACTS. The occupants of the condominiums, hotel, and senior citizen housing could be expected to use the recreational resources in the area, especially Chase Palm Park. Because certain nearby park and recreational facilities are at capacity during peak weekend periods, the cumulative recreational impact of the project could be important. Conditions which are of special concern at present are:

- Heavy weekend use of the Palm Park turf area and certain portions of East Beach.
- Heavy weekend parking demand in East Beach parking areas.
hour traffic on Cabrillo Boulevard is 2100 vehicles (refer to Section 3.6 for discussion of circulation and parking of recreational users).

These effects are further complicated during the weekly Arts and Crafts Fair. The draft Coastal Zone Land Use Plan recommends moving the Arts and Crafts Fair across to the north side of Cabrillo Boulevard to mitigate these effects.

- Pedestrian/auto conflicts resulting from mid block pedestrian crossings of Cabrillo Boulevard (Section 3.6).
- Pedestrian/bicyclist/roller skater conflicts on the existing Palm Park bikeway.

The following assessments of project impacts on the above conditions are based on 1) observed recreational use during weekend peak periods, 2) estimated park holding capacity, and 3) projected recreational use of impacted facilities by project residents and guests. All use estimates for Chase Palm Park are based on subjective criteria. No systematic study of use patterns of the Palm Park have ever been performed (City Parks Department, 1979).

The approximate size of Chase Palm Park is 40 acres, of which 10 acres is turf. The holding capacity, including all grass and sand areas between Santa Barbara Street and the Andree Clark Bird Refuge is between 17,000 and 58,000 persons. The greater number is based on a use standard of one person per 30 square feet. The City Parks Department, however, considers this standard very crowded (Coneway, 1979). A ratio of one person per 100 square feet is estimated for localized crowded areas during times when users are not constrained for space. The lesser holding capacity of Chase Palm Park is based on the latter factor.

The City estimates that average weekday use of Palm Park, including all grass and sand areas, approaches 2,100 persons, or four to twelve percent of capacity. Weekend use is estimated to range from 5,000 to 10,000 persons. If the maximum usage and lower holding capacity is assumed, park use would amount to as much as 60 percent of capacity. Such intense use would not occur frequently.

The foregoing estimates do not allow for seasonal fluctuations, nor do they address variable densities within Palm Park. Areas in front of the city bath house, e.g., may have a person to space ratio of one person per 20 to 30 square feet. Areas along the beach and farther west may have twice that space per person. Some grass areas, particularly on Sunday when the Arts and Crafts Show is in operation, may have a density of one person for every 5 to 10 square feet.

Two hundred condominiums would add a maximum of 520 persons (200 x 2.6 persons per household) to the area. The hotel, with all 500 rooms fully occupied, would hold 1000 guests (500 x 2 persons per room). The maximum total number of individuals would be 1520. If 80 percent (1200) of the total project population were to use existing Palm Park acreage on a weekend peak period, this would increase the overall weekend usage from 60 to 67 percent of capacity. This is a worst case estimate. Using more realistic numbers (50 percent project users and a holding capacity of 30,000) the project would increase weekend usage from 33 to 36 percent of capacity. The benefit of the expanded park area was not considered in the worst case estimate. Increased weekday usage attributable to the project would not adversely affect the Park's reserve holding capacity.

The addition of 8.5 total acres to Chase Palm Park north of Cabrillo would enlarge the Park's total holding capacity by 20 percent. Based on a factor of one person per 100 square feet, holding capacity would increase from 17,000 to 21,000 persons.

Project related vehicles would not impact recreational parking resources if adequate parking mitigations are developed (see Section 3.6). Pedestrian crossings of Cabrillo Boulevard by hotel guests would occur at the Milpas intersection. A number of illegal crossings at the Punta Gorda intersection and mid block of Cabrillo Boulevard may occur. A mid block crosswalk may be required, particularly if the Arts and Crafts Show is relocated north of Cabrillo Boulevard.

The proposed bicycle/pedestrian path on the project site would partially relieve conflicts on the existing route, although conflicts would still occur. Unless the proposed path is connected to a through route it would have lim-

ited potential for offloading the existing route. Minor bicycle conflicts with the relocated Arts and Crafts Show would be expected.

A significant adverse impact of the project upon recreation would be the loss of potential park expansion acreage proposed to be developed with condominiums. The city's General Plan map indicates a possible expansion of Chase Palm Park in this area (see Section 3.2). This area along Cabrillo Boulevard is the last large vacant area that could be devoted to the expansion of Chase Palm Park.

The proposed project would increase the recreational opportunities on the project site by providing several kinds of recreational facilities that would be available to the public, in addition to those facilities that would be for the exclusive use of hotel users and condominium residents. The applicant proposes to landscape a city owned easement along Cabrillo Boulevard between Santa Barbara and Punta Gorda Streets. This easement would include the proposed bicycle and pedestrian path. The hotel would contain 10 tennis courts. These courts would be available for public use on a dress code, reservation and fee basis.

A beneficial impact of the project would be to increase the amount of recreational land in the area by 3.31 acres. This area would be dedicated to the city to augment the city owned 1.56 acre parcel, the 1.67 acre planting strip west of Carpinteria and the 2.04 acre parcel east of Carpinteria (Figure 3). Proposed landscaping by the project applicant would also enhance the park expansion of 8.5 acres total.

Table 6a relates the proposed park parcels to uses intended by the applicant and other uses considered by the city. Other actions which could conflict with the proposed project are 1) use of the 1.56 acre parcel for parking (recommended by WATS and currently being considered by the city); 2) relocation of the Arts and Crafts Show north of Cabrillo (suggested in the draft Coastal Zone Land Use Plan). Also shown in Table 6a is the potential park expansion area which would be precluded by the condominiums (as determined by the General Plan map, Figure 3). Not considered in Table 6a is the optional senior housing complex. This complex would alter the configuration

TABLE 6a. PROPOSED AND POTENTIAL USES OF PARK EXPANSION PARCELS SHOWN IN FIGURE 3

PARCEL	ACREAGE	DISPOSITION	APPLICANT PROPOSED USE	ALTERNATE PROPOSED USE	ALTERNATE USE PROPOSED BY
(Individual)					
A	1.56	City owned	park expansion	parking lot	City, WATS
B	1.67	City owned	park expansion 5 year landscaping	Arts and Crafts Show	<u>Draft Coastal Zone Plan</u>
(west of Carpinteria)					
B	2.04	City	linear park expansion landscape for perpetuity	Arts and Craft Show	<u>Draft Coastal Zone Plan</u>
(east of Carpinteria)					
C ₁	2.76	dedicated to City	park expansion		
C ₂	.55	dedicated to City, addition to B east	park expansion		
D	12.87	applicant owned; private	condominiums	park expansion	<u>General Plan Map</u>
<u>Combination</u>					
A+B _w +B _e +C ₁ +C ₂ (PROPOSED)	8.58	City owned	proposed park expansion		
B _w +B _e +C ₁ +C ₂	7.02	City owned		Parcel A parking lot	City, WATS
B _w +C ₁ +C ₂	4.98	City owned		Parcel A parking lot no park credit given for linear park	
B _w +B _e +C ₁ +C ₂ +D	19.89			Parcel A parking lot Parcel D used for park expansion	

of the park expansion (Figure 2) but would not reduce the 3.31 acre area dedicated by the applicant for park space.

Coastal Act Policies. Several sections of the Coastal Act which address recreational resources were quoted above. The proposed project appears to be consistent with these policies in some areas and inconsistent in others.

Section 30213, in part, addresses the need for lower cost visitor and recreational facilities. By proposing to dedicate 2.76 acres as park, the project would provide additional park that would be open to all who wish to use it at no charge. This is also true of the bicycle and pedestrian trail proposed for the north side of Cabrillo Boulevard.

The tennis courts connected with the hotel would be available for use by the public on a reservation and fee basis. There would also be a dress code for users of the tennis courts. These restrictions make questionable the premise that the tennis courts could be considered as low cost facilities. The hotel and restaurants are also visitor serving facilities; however, the fact that the average room fee is expected to be \$55 per night means that the hotel will not be a low cost facility. It is also unlikely that the restaurants would be considered as low cost.

Section 30253 addresses the need to protect unique areas. The entire East Beach area, and especially Chase Palm Park, are popular recreational areas. To protect the beach resource, especially the turfed area which is the most heavily used, an expansion of Chase Palm Park would appear to be indicated.

The Coastal Zone Land Use Plan suggests a draft policy (Policy 1, page II-35) that would reduce the number of active recreation activities occurring in the East Beach area. The purpose of this policy is to reduce parking and traffic congestion experienced during peak use periods. Two suggested actions to implement this policy are to relocate the Arts and Crafts Show north of Cabrillo and to prohibit skating, skateboarding and bicycling on Cabrillo Boulevard sidewalks. The first action would provide the landscaped "linear park" area on the project site with active park recreation. This linear parcel may be better utilized for this purpose than for passive use, which may not be as desirable to users because of the proximity of the roadway and condominiums.

However, the 1.56 acre parcel would, in this event, logically be used for a parking lot to serve the Arts and Crafts Show, and the total park expansion would be 7 acres. Also, pedestrian crossings of Cabrillo Boulevard may become a problem (Section 3.6).

The second action would decrease pedestrian/bicycle/skating conflicts; however, satisfactory routes must be established for all modes, as discussed under Mitigation Measures.

POTENTIAL SIGNIFICANT ADVERSE IMPACTS

1. Increase in project induced use of East Beach and Palm Park would have a small to moderate adverse cumulative impact upon recreational use of these areas during weekend peak periods.
2. Midblock pedestrian crossings of Cabrillo Boulevard could worsen the existing pedestrian/auto conflict, particularly if the Arts and Crafts Show is relocated.
3. Additional park and recreation space and further expansion of Palm Park may be desired by the community.
4. The condominiums, hotel and restaurants would not be lower cost visitor serving facilities. The condominiums may not be considered a priority use as stated in Section 30222 of the Coastal Act.

MITIGATION MEASURES

1. Effectiveness of measures to mitigate increased user demand of East Beach and Palm Park cannot be quantified. Possible measures are:
 - 1a. Provide an expanded park area (8.5 acres proposed). An expanded park area north of Cabrillo would attract perhaps one third of future demand for turf area, with an according decrease in user density.
 - 1b. Expanded park area (8.5 acres plus 1.56 acre parking lot). An additional 1.6 acres would be dedicated. Same effect on recreation as 1a.

- 1c. Expanded park area (10 to 20 acres, with parking lot). Additional land would be dedicated or sold to the city. Condominiums would be reduced in number to provide area. A larger park could attract perhaps one half of future demand for turf.
- 1d. Reduce user demand of project by decreasing size of facilities. Reduced condominium size would have little effect upon overcrowding. Reduced hotel size would be most effective in decreasing use near project site.
- 2. Because of the 4000 foot distance between Milpas Street and Santa Barbara Street, midblock pedestrian crossings should be accommodated. The best possible measures would be:
 - 2a. Install a midblock crosswalk and stop light. This is discussed in Section 3.3, Circulation and Parking.
 - 2b. Install a pedestrian tunnel or bridge. Discussed in Section 3.3.
- 3. The effects of a Palm Park expansion on recreation are discussed under (1).
- 4. Lower cost visitor serving facilities which could be provided include:
 - 4a. Palm Park expansion (8.5 acre), reservation and fee tennis courts (PROPOSED).
 - 4b. Larger park expansion, tennis courts open and free to public, lower cost hotel and restaurants, no condominiums.

3.6 HOUSING

EXISTING SETTING. At present, the demand for housing in Santa Barbara exceeds the supply, and the volume of new construction is not adequate to meet increasing demands. This market disequilibrium has resulted in severely inflated housing costs. The median selling price for a single family house (new or used), was \$110,110 in 1978 in southern Santa Barbara County (Santa Barbara Board of Realtors, 1979). This was approximately 100 percent higher than the 1976 selling price of \$55,515 indicated in the Housing Element of the General Plan (1979).

The present vacancy rates for housing are an indication of the severity of the housing problem. A five percent vacancy rate is indicative of a normal market. The 1975 HUD Area Postal Vacancy Survey of Santa Barbara listed 1.9 percent of all dwellings where postal deliveries are made as vacant. The present vacancy rate is below one percent (Galante, 1979).

As a consequence of the housing shortage, housing costs have now risen to the point where low and moderate income households have been priced out of the purchase market. In 1976, one third of the income of most households in the low and moderate income category was used for rent (City of Santa Barbara Housing Element, 1977). Applying this criterion to the 1978 average low and moderate incomes of \$12,160 and \$18,240 respectively¹, affordable home prices may be estimated for both categories. An affordable price of a home for a low income family in the city is approximately \$35,000, while a median income family could afford a home selling for approximately \$60,000 (Galante, 1979).

The total housing stock of the city currently is approximately 33,000. Recent estimates of the city indicate that approximately 8000 households within the city have low and moderate incomes and inadequate living conditions. These households, comprising more than 24 percent of total households in the city, are 53 percent families and 47 percent senior citizens (Galante, 1979).

Recent condominium conversions, conversions of residences to commercial uses, and speculation resulted in progressively fewer families being able to

¹Low and moderate incomes are defined as gross yearly wages of 80 and 120 percent, respectively, of the median income. The 1978 median income for the city was \$15,200.

afford homes in the city. Numbers of renters have increased; of the approximately 8000 low and moderate income households in need of assistance, 81 percent are renters and 19 percent are owners (City of Santa Barbara, 1978).

Provision of necessary low and moderate income housing in the city is emphasized in the Housing Element of the General Plan. Among numerous other measures, the Housing Element recommends a development permit reservation system by which proposed new development would be evaluated in terms of satisfying housing goals. Adequate provision of low and moderate income housing would be required in planning new developments.

The Redevelopment Plan sets two housing goals that are applicable to the proposed project. The plan calls for the provision of 1000 dwelling units for families of low and moderate income in the Redevelopment Area; however, the plan states that low and moderate income housing units need not be confined to this area. Provision is made for low and moderate income housing by a resolution of the Redevelopment Agency which states that 20 percent of tax increment monies be used to encourage and provide low and moderate income housing.

Section 30213 of the Coastal Act states that:

"Lower cost visitor and recreational facilities and housing opportunities for persons of low and moderate income¹ shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. New housing in the coastal zone shall be developed in conformity with the standards, policies, and goals of local housing elements adopted in accordance with the requirement of subdivision (c) of Section 65302 of the Government Code."

This policy of the act is reflected in the Interim Guidelines of the State Coastal Commission to be applied in the permit process. The interim guideline for new housing reads:

"Where residential development is proposed, priority should be given to proposals that include housing opportunities for persons of low and moderate income¹, particularly where governmental funds are available to

¹ "Moderate income" is a family whose income does not exceed 120 percent of the median income for the area. (Interim Coastal Commission Housing Guidelines, 1977). As derived above, 120 percent of the 1978 median income is approximately \$18,240 per year.

help finance or subsidize housing for these persons (e.g., HUD Section 8 Program). Where the amount of new residential development in an area is limited by availability of land, sewer, road, or water capacity, the housing needs of persons of low and moderate income should receive full consideration in any resulting allotment system developed for residential construction. Incentives for building houses for persons of low and moderate income in the coastal zone should be considered; where appropriate, these may include density bonuses, reduced parking requirements, and other incentives consistent with public access and environmental constraints."

With regard to the priority of housing per se in coastal developments, Section 3022 of the Coastal Act states:

"The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry."

The low and moderate income housing goal is also reflected in the draft policies of the Coastal Zone Land Use Plan (City of Santa Barbara, 1979). The Land Use Plan identifies housing need in the coastal zone to be proportionate to that of the city as a whole. Draft Policy 3 would reflect current city policy by requiring that 20 percent of tax increment monies accruing from redevelopment projects in the coastal zone be used to maintain, enhance, and/or provide low and moderate housing resources in the coastal zone. Draft Policy 5 would encourage residential developments with a variety of housing needs that are responsive to the needs of all economic segments of the community. Draft Policy 5 also would require that at least twenty percent of new rental units in larger developments be dedicated for use by low to moderate income households. Draft Policy 6 encourages compatibility of residential development with existing neighborhoods in terms of scale, size and design. No overburdening of parking or circulation resources would be permitted.

IMPACTS. The project would entail the construction of 200 condominium units ranging in size from approximately 1400 to 2000 square feet (2 and 3 bedrooms). The average selling price would be \$250,000. These units would be priced \$140,000 above the 1978 median selling price for a house in Santa Barbara and would constitute high income housing. Both beneficial and adverse impacts upon the city housing problem could result from the project. The project would

provide tax increment monies and land for low and moderate income housing, but would also employ a number of out of city persons and thus increase housing demand.

Demand for housing induced by the project cannot be precisely predicted. Table 12a provides an estimate of expected demand for low and moderate income housing resulting from 1) construction employees during the 18 month construction period, and 2) permanent full time employees of the hotel conference center and other facilities. Induced demand is compared with the project's contributions to the housing supply.

The first impact stated above would be the more significant of the two, because it would provide revenue to allow the Redevelopment Agency to finance a two million dollar bond for improving low and moderate income housing in the Redevelopment Area (Galante, 1979). Cost sharing by the state and U. S. Department of Housing and Urban Development (HUD) could further increase the buying power of the \$165,000 minimum annual revenue. With cosponsorship, approximately 50 three-person, low and moderate income dwelling units could be developed with this revenue (Galante, 1979).

Tax increment monies used to provide for low and moderate income housing would, in accordance with the Redevelopment Plan, provide housing in designated areas north and east of U.S. Highway 101 (Figure 5). Consequently, it cannot be assured that the tax increment revenues of the project would serve to provide low and moderate income housing in the coastal zone. However, the revenue would have a significant beneficial impact upon the existing city housing problem.

The project would also provide for development of low and moderate income units on the project site with dedication of 0.46 acres for construction of the optional 36 unit senior complex. However, a sponsor would be necessary to implement this option, and the low profitability of such a development may serve as a deterrent to private investors. In this event, public financing could be sought, with the Redevelopment Agency a probable sponsor. Because the applicant would not be participating in construction of the senior complex the chief benefit of this measure would be the dedication of land in the coastal zone for the purpose of low and moderate income housing. As shown in Figure 2, this option would not reduce the overall acreage of the park expansion, although it would change the configuration of the proposed expansion.

Because the optional 36 unit complex would be specifically for senior citizens, needed low and moderate income housing for families in the city would not be provided on site. Because family households comprise over 50 percent of the city's housing need, construction of units only for senior citizen use may be perceived as an imbalance of city priorities.

TABLE 6a. LOW AND MODERATE INCOME HOUSING DEMAND AND SUPPLY CREATED BY THE PROJECT (Dwelling Units)

<u>PERIOD</u>	<u>DEMAND CREATED BY PROJECT</u>	<u>SUPPLY PROVIDED BY PROJECT</u>
Construction Phase (1981-1983)	20 - 40 ^{1,3}	0
Operation Phase (1983-	60 - 100 ^{2,3,5}	50 ⁴ 54 ⁶

Assumptions:

- (1) 520 construction employees; see Table 27a assumptions.
- (2) 447 to 670 full time permanent employees; see Table 27a.
- (3) 1.0 household per L-M employee.
- (4) equivalent to \$165,000/yr. tax increment allocation to L-M housing with HUD funding.
- (5) assumes 8% continued residency of construction workers.
- (6) includes (4) plus equivalent worth of 0.46 acre land dedication, calculated as $36xL / H(L+C)$ where: 36= number of senior units
L = land cost of \$100,000
H = 50 percent HUD cosponsorship
C = capitalized cost of \$1,800,000

Sources: Galante, 1979
Employment Development Department
Hyatt Corporation, 1979
Earth Metrics, 1979

Table 6b indicates that the project could result in the following impacts on the low and moderate income housing problem:

- A 20 to 40 unit deficit during the construction phase of 18 months. This would be a short term impact and would increase the present 8000 unit demand by one quarter of one percent.
- A long term provision for zero to approximately 50 net dwelling units. This would not decrease the 8000 unit demand and may increase it.

The Draft Coastal Zone Land Use Plan identifies the Waterfront area as having opportunity for new residential construction. The draft policies contained in the Plan reflect both General Plan and Coastal Act housing concerns:

- Draft Policy 3 would allocate \$165,000 of project tax increment monies for provision of low and moderate income housing in the Coastal Zone. With HUD cosponsorship, this would be equivalent to approximately 50 units.
- Draft Policy 5 calls for residential developments with a variety of housing opportunities. The project would have direct opportunities for high income residents and moderate income senior citizen residents. Most of the housing benefits which would result, however, would be subject to Redevelopment Agency disposition of tax increment monies. If the agency uses this money to provide low and moderate income housing in the coastal zone for renters, young families and senior citizens, the project would effectively provide for a variety of housing opportunities. As proposed, the project would contain no rental units or family housing.
- Draft Policy 6 refers to neighborhood compatibility in terms of scale, size and design. Scale, size, and architectural design are discussed in Section 3.4, Visual and Aesthetic Concerns. Density is discussed in Section 3.2, Land Use and Planning. The only neighborhood close to the project is separated from the site by Milpas Street and would be approximately one third mile from the condominiums. Project effects on circulation and parking are discussed in Section 3.3, Circulation and Parking.

POTENTIAL SIGNIFICANT ADVERSE IMPACTS

1. Project construction would cause a short term increase in low and moderate income housing demand, approximately 20 to 40 units. This will increase existing city wide demand by one fourth of one percent for about two years.
2. Project employees would need 60 to 100 low and moderate income units. The city has an identified low and moderate income housing need for renters, families and senior citizens.
3. The project would construct high income condominiums in the coastal zone, and would be required to comply with Section 30213 of the Coastal Act and policies of the draft Coastal Zone Land Use Plan.

MITIGATION MEASURES

1. Measures to mitigate the impact of construction workers upon low and moderate housing demand include:
 - 1a. During the construction period, require the developer to provide an equitable number of low and moderate income units elsewhere in the city. Because the exact increase in demand will be unknown, it may be difficult to determine what is "equitable".
 - 1b. Select Santa Barbara area contractors with local employees. Additional data is necessary to determine the effectiveness of this measure. Enforcement of this requirement may pose legal difficulties.
2. The project would respond to the stated need for low and moderate income housing in two ways:
 - 2a. Provision of project related tax increment dollars to the Redevelopment Agency in the amount of approximately \$825,000 per year. At least 20 percent of this amount (\$165,000) could be used to provide adequate low and moderate income housing in the Redevelopment Area. This is equivalent to about 50 cosponsored units (PROPOSED).

- 2b. Dedication of land by the developer for construction of 36 senior citizen units on the project site for persons with low to moderate incomes (PROPOSED). This is equivalent in value to approximately four units (see Table 12a).

If the city determines that the proposed project does not meet the low and moderate income housing goal of the General Plan Housing Element, the city may accept the considerations above but also require additional compensation from the developer. Measures which could be considered include the following:

- 2c. The city could adopt and implement new fees applicable to the site and channel this added revenue to the Redevelopment Agency. This added revenue could be allocated for low to moderate income housing. Co-sponsored units could be provided by the agency at a cost of approximately \$3500/year of collected revenue. It is unknown whether this measure is legally feasible.
- 2d. The applicant could be required to construct and make available the optional 36 unit senior citizen housing complex. This would be a step further than the present offer to dedicate the land for this purpose. Total provision by the project would be equivalent to 86 units.
- 2e. The applicant could be required to provide a number of rental or low cost units for low and moderate income households on or off the project site. Total provision would be negotiable by the city.
- 2f. Require that the condominium complex be reduced in size or eliminated entirely (see Section 10, Alternatives). The first measure could be deployed to provide an adequate housing mix within the condominium site. The second measure would eliminate housing from the project entirely, and provision of housing on site may not be a priority use although project induced demand will be the same.
- 2g. *The Redevelopment Agency could allow greater than 20% tax increment monies from this project to provide additional low and moderate income housing. This is estimated to provide 50 to 200 housing units.*
3. Coastal Act requirements as interpreted through the draft Coastal Zone Land Use Plan as well as the policy decisions of the Regional Coastal Commission are more rigorous than requirements of the city's General Plan. Whereas the

city policy would permit compensatory provision of low and moderate income housing within the Redevelopment Area, the Regional Coastal Commission may consider that only low and moderate income housing provisions within the coastal zone are acceptable for conformance with the Coastal Act. To require adequate provision for low and moderate income housing within the coastal zone, the Regional Commission may:

- 3a. Assume that twenty percent of the tax increment revenue from the project would be used by the Redevelopment Agency to provide family housing, or a mix of family housing and senior citizen housing in the coastal zone. HUD financing would be available for family units only if a determination of need were made.
- 3b. Require sufficient low or moderate income units on site to reflect the socioeconomic goal phrased in draft Policy #5 of the Coastal Zone Land Use Plan. This would provide housing for renters, families and senior citizens at a ratio of approximately .8: .50: .50, respectively. The total number of units would be negotiable by the Commission.

To respond more fully to the need for low and moderate income family housing, the city may:

- 3c. Require a mix of family and senior citizen housing on site in proportion to the citywide mix of these two population groups, approximately 50/50.

EXISTING SETTING. The City of Santa Barbara has been inhabited in succession by the Chumash Indians, Spanish missionaries, Mexican rancheros, and American farmers and businessmen. Prior to European settlement, the western quarter of the project area was a large salt marsh, as shown in Figure 13. The central and eastern portions of the site composed a contact zone between sandy beach and floodplain which separated two major esteros. Two large Indian settlements existed approximately one mile east and one mile west of the site. An Indian footpath that connected these two settlements and the two esteros was located near the northern boundary of the project site. Higher ground near the eastern edge of the site was probably used by the Indians for processing food from the sea, constructing boats and rafts, and procuring marsh food (Craig, 1979).

Spaniards first visited the Santa Barbara area in 1769 under the leadership of Don Gaspar de Portola. A Spanish missionary system was established, enlisting local Indians for agricultural work. The Mexican period started in 1822 with Mexico's independence from Spain. During the Mexican period, large land grants formed the beginning of a pastoral economy. In 1850, Santa Barbara became an incorporated American city. The first seventy-five years of American occupation was marked by a gradual increase in population and the introduction of technical advances. Growth was temporarily set back by a major earthquake in 1925. In the mid 1950's, Santa Barbara experienced a dramatic increase in population (CCRP EIR, 1979).

During the transition from prehistoric Indian occupation of the area to modern urbanization, the landforms of the site were significantly modified by slough reclamation, construction, and earth deposition. Most of the fill on the project site was deposited between 1880 and 1930. In the late 19th century, the project site was mostly in agricultural or industrial use, with industrial use increasing after the 1890's. The Santa Barbara County Agricultural Park and Fairground occupied part of the site from 1886 to some time before 1907. In 1907, Cabrillo Boulevard which forms the southern boundary of the site was built. Structures known to have existed or that now exist on the site include: buildings associated with Standard Oil Company, National Ice Company, and the Southern Pacific Railroad, the Pershing Park racetrack, sewer lines, and various buildings built after 1930 (Craig, 1979 and Fuller, 1979).



SCALE

1" = 2000'

earth metrics

FIGURE 13. HISTORIC BOUNDARIES OF ESTUARIES

Archaeological Resources. To determine whether archaeological resources are present within the project area, archaeologists from the Office of Public Archaeology, University of California, Santa Barbara, reviewed existing archaeological records and performed a field reconnaissance for the area between the Southern Pacific railroad tracks, Cabrillo Boulevard, Santa Barbara Street, and Milpas Street. Appendix A contains this written archaeological report, including methodology and conclusions. No recorded archaeological sites or surface evidence of archaeological remains were identified on the project site; however, no assessment of subsurface resources was performed during the first reconnaissance. To assess the occurrence of subsurface resources, a subsurface testing program was conducted under the direction of the Office of Public Archaeology, University of California, Santa Barbara. Results of this study indicate that:

"At present there is no evidence for the existence of prehistoric cultural resources within the boundaries of the proposed development area. Analysis of historic records and soils data indicates that much if not all of the parcel was formerly marshland and perhaps open water; this essentially precluding the existence of significant prehistoric cultural deposits. No further testing for prehistoric cultural resources is recommended." (Office of Public Archaeology, 1979).

Historical Resources. No local, state, or federally recognized historic resources occur on the project site. All of the buildings on the site, except the Southern Pacific railroad roundhouse and icehouse have been built since 1930 (Craig, 1979 and Fuller, 1979) and do not appear to be architecturally significant. The only resources of possible historic significance on the site, if these exist, would be 1) the Southern Pacific railroad roundhouse and 2) any remains of structures constructed prior to 1930 which may be embedded in the fill.

The Southern Pacific roundhouse exists near the corner of Cabrillo Boulevard and Punta Gorda Street. The original roundhouse was completed around 1907. This building was severely damaged in the 1925 earthquake. It was rebuilt, partially using the remains of the old structure in 1926. The Spanish design of the new roundhouse was formed by the Southern Pacific architect in conjunction with the city planning commission. The roundhouse was used for the repair and maintenance of railroad equipment to 1961. In 1962, the roundhouse

assumed other roles, such as warehouse use, which has continued to the present. The office of Public Archaeology at the University of California has performed an historical analysis of this building (on file at Division of Land Use Controls).

The roundhouse has been identified as a structure of potential architectural significance in the Central City Redevelopment EIR (1977). It also has been nominated to the National Register of Historic Places by a private group of citizens (Craig, 1979). Prior to its addition to the National Register, the State Historic Preservation Office will perform a detailed evaluation of the historic and architectural merits of the roundhouse. The nomination will be forwarded to the California Historic Resources Commission and then to the federal Keeper of the National Register; these offices will conduct independent historic analyses of the roundhouse. If an opposing party wishes to appeal the nomination, the party would do so at the meeting of the California Historic Resources Commission. Once an historic resource becomes a National Register site, it is publicly recognized as being of historic value. However, designation of a building as a National Register site does not provide legal protection against its destruction. For federal, federally assisted, or federally licensed undertakings, the effects of a project on a National Register site will be thoroughly evaluated. The Advisory Council of Historic Preservation, acting as arbitrator, can recommend courses of action for preservation of historic values. For nonfederal undertakings which threaten a National Register site, federal agencies usually do not become involved; although in rare instances, these agencies may have limited power to comment and, if a National Register site is destroyed, the project proponent can lose the accelerated depreciation rate for new construction (two times the straight line rate).

Stricter protection of an historic resource is offered by the Santa Barbara Landmarks Committee and the California Coastal Conservation Commission. Coastal Act requirements to preserve archaeologically or historically significant resources in the coastal zone are given in Section 30244, which states:

"Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required."

If the roundhouse is added to the National Register of Historic Places, the State Historic Preservation Office will probably first recognize it as an historic resource. If the roundhouse becomes a City Landmark (not proposed at present), ^{Section 22.22.080 of the City Municipal Code prevents its demolition} ~~the Santa Barbara Landmarks Committee can also require mitigations and allows alteration and/or relocation only under certain conditions. of the project effects upon this historic value of the structure; however, the landmarks committee is not empowered to prevent its demolition.~~

IMPACTS. The proposed project would entail the removal of existing structures and earth, grading of the site, and placement of engineered fill. The effects of these actions on archaeological and historical resources are discussed below.

Archaeological Resources. No near surface or recorded archaeological sites would be affected by the proposed project, since none have been identified in the project area. No further testing for prehistoric cultural resources is recommended (OPA, 1979).

Historical Resources. The project proponent plans to destroy the Southern Pacific railroad roundhouse and construct in its place the southernmost hotel building. The historic and architectural significance of the roundhouse will be evaluated during its nomination to the National Register of Historic Places by qualified historians of the State Historic Preservation Office, California Historic Resources Commission, and federal Keeper of the National Register, as well as consultants to the Park Plaza developer. If the roundhouse is determined to be of historic and/or architectural value and will be added to the National Register, destruction of this building would constitute a significant adverse impact upon cultural resources. Mitigations of its demolition can be enforced by the California Coastal Conservation Commission. If the roundhouse becomes a City Landmark, the Santa Barbara City Landmarks Committee can also require mitigation of the project to preserve some of the buildings' cultural values. (Designation of the roundhouse as a City Landmark and implementation of the proposed project both require approval by the City Council; these actions seem to conflict). The formulation of appropriate mitigations is dependent on the historic value of the roundhouse, which is yet to be determined. If the project proponent destroys the roundhouse after it is designated as a National Register site, the proponent may lose his option to have an accelerated depreciation rate for income taxes on new construction, and thereby experience an increased economic burden through temporarily decreased tax write off.

In addition, historic remains of possible significance, which may be detected during the subsurface testing program, could also be destroyed, without appropriate mitigation (OPA, 1979).

POTENTIAL SIGNIFICANT ADVERSE IMPACTS

1. The project would require demolition of the roundhouse, a building of possible historic significance.

MITIGATION MEASURES

1. A determination must be made to determine whether the roundhouse will qualify as a significant historic resource:
 - 1a. Historic value of the roundhouse shall be evaluated by the State Historic Preservation Officer and a statement made as to whether the structure constitutes an important historic resource. No demolition of the structure shall be initiated until this determination is made.

In the event that the roundhouse is successfully nominated to the National Register of Historic Places, available measures to preserve or record elements of historical value include:

- 1b. Examination of the roundhouse by a qualified building inspector to determine the cost and feasibility of relocating the building.
- 1c. Denial of the application to construct the proposed hotel building, which would replace the roundhouse, with additional measures taken on the part of the city and the developer to rehabilitate the roundhouse.
- 1d. Destruction of the roundhouse only after thorough documentation of its historic and architectural values, if deemed appropriate by state, federal, and local historians reviewing the building's values.

3.8 GEOLOGY AND TOPOGRAPHY

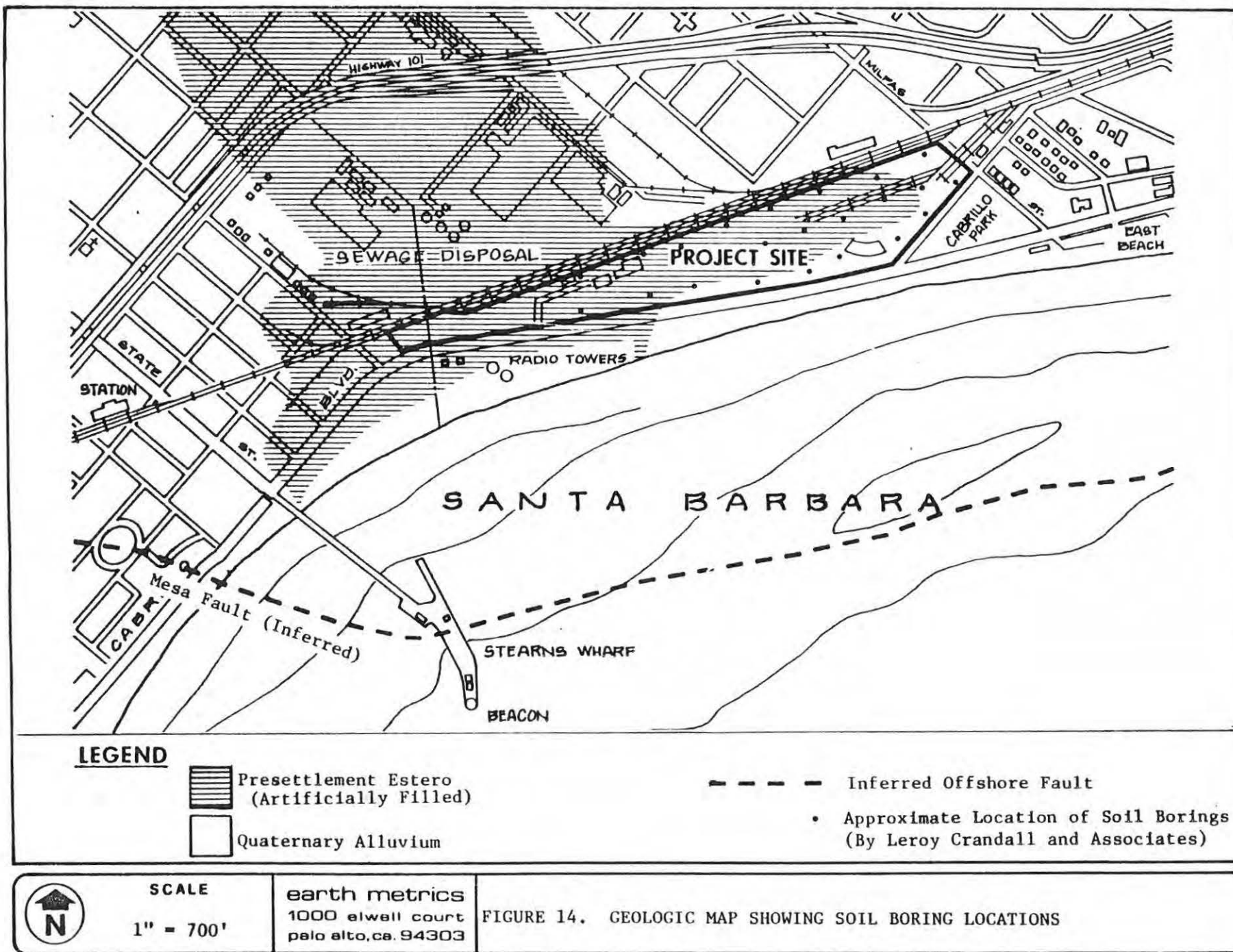
EXISTING SETTING. The project site is situated on the Santa Barbara coastal plain approximately 200 feet from the Pacific Ocean shoreline. The topography of the site is flat, with elevations ranging from four feet on the westerly portions to 12 feet on the eastern side.

Geologic Setting. The area in which the project site is located was historically a tidal slough. After the 1925 earthquake, the marshland was filled with rubble. The fill material underlying the site varies in depth from two to eight feet. Beneath the fill are estuarine deposits composed of interbedded sands, silts, and clays, which are underlain by unconsolidated alluvial and marine deposits of Quaternary age. This unconsolidated material extends to a depth of 300 feet or more and is underlain by consolidated sedimentary rock of Tertiary age (Dibble, 1968).

Soil borings were conducted on the site in December, 1978 by LeRoy Crandall and Associates. Twenty one borings in locations shown in Figure 14 were drilled to depths ranging from 60 to 80 feet below the ground surface. The boring logs are reproduced in Appendix C, a geotechnical evaluation of the site (LeRoy Crandall & Associates, 1979).

The upper two to eight feet of surficial material was found to consist of artificial fill, composed predominately of silty sands and of silty clay, silt, and gravel mixtures to lesser degrees. Under the fill are estuarine deposits consisting largely of interbedded clays, silts, and sands. In most borings, layers of sand several feet in thickness with little or no fine material were encountered. Drill sites located closest to the beach exhibited the greatest content of clean sands. Values for bulk density, drill drive energies, and standard penetration tests indicated that the mud layers are soft to very soft. Sands are in general loosely compacted.

Groundwater levels on the project site are high. At the time that the soil borings were performed, groundwater levels were measured between two and eight feet below the ground surface.



Seismic Setting. There are no faults known to exist beneath the project site. However, several active and potentially active faults do exist within a ten mile radius. A list of active and potentially active faults in the Santa Barbara region is given in Table 7.

TABLE 7. ESTIMATED MAGNITUDE OF FUTURE EARTHQUAKES OCCURRING ON SIGNIFICANT FAULTS IN THE SANTA BARBARA AREA.

FAULT NAME	LENGTH (MILES)	DISTANCE FROM SANTA BARBARA AREA ¹ (MILES)	MAGNITUDE OF MAXIMUM CRED- IBLE EVENT (50% RUPTURE)	MAGNITUDE OF DESIGN EARTH- QUAKE (25% RUPTURE)
Big Pine	53+	15	7½ ²	6.5
Lavigia	9.5	0	5.9	5.4
Mesa/Rincon Creek	14.5	0	6.2	5.7
Mission Ridge/ Arroyo Parida	21+	0	6.5+	5.8+
More Ranch	30	0 to 8	6.8	6.0
Pitas Point	8+	25-	5.8+	5.2+
Red Mountain	40+	6+	7.0	6.3
Santa Ynez	80+	8	7½ ²	6.6+
San Andreas	620	40	8½ ²	n/a

¹Lengths of faults assume that new fault begins at major juncture. Imprecise location of offshore faults precludes exact determination of distance to the City of Santa Barbara.

²Greensfelder, 1973

Note: This method of analysis assumes that the fault in question be considered active. As discussed in the text, this has not been substantiated for all faults listed. Since all faults are at least potentially active, however, seismic analysis is made for each.

Source: Hoover, 1978

The closest fault to the site is the Mesa Fault, located less than one half mile southwest of the proposed site. The exact location of the Mesa Fault is not known, but it is believed to extend into the sea slightly south of Stearns Wharf and near the Veterans Building. This inference was made on the basis of a report that railroad tracks were severed at this location during the

1925 earthquake (Hoover, 1978). The inferred location is shown in Figure 14. The Mesa Fault is considered potentially active, exhibiting such characteristics of activity as recurrent sidewalk and curb damage and possible railroad track displacement (Hoover, 1978).

In addition to the Mesa Fault, two other major faults pass through the City of Santa Barbara: The Mission Ridge Fault, located 1.8 miles north of the project site and the Lavigia, located 1.7 miles southwest of the project site. None of these major faults is demonstrably active (Hoover, 1978). These faults are important because of their proximity to the project site.

The Red Mountain Thrust Fault, and other active offshore faults, are more significant in terms of earthquake hazard than the onshore Mesa, Mission Ridge, or Lavigia faults. The Mesa and Lavigia faults are believed to be secondary faults that converge at depth with the active Red Mountain Thrust Fault (Hoover, 1978). Thus the Mesa and Lavigia may not have the capacity to generate an earthquake, but could provide conduits for seismic energy generated from the Red Mountain Fault. No earthquakes of 7+ magnitude are definitely known to have occurred in Santa Barbara, although the earthquake that occurred in 1812 may have been that size. Several earthquakes greater than magnitude 7, shown in Table 7, are known to have occurred in nearby areas, with epicenters to the southwest and offshore by approximately 40 miles, northeast by about 35 and 50 miles, and to the northwest along the coast near Isla Vista (Allen et al, 1965; Goffman and Von Hake, 1973; Hoover, 1978).

The Santa Barbara Channel region is seismically active. Since 1900, two earthquakes of magnitude 6+ have occurred in the area, in 1925 and 1941. The most recent earthquake occurred on August 13, 1978, with a recorded magnitude of 5.5 to 5.7. These events and their aftershocks all originated beneath the Santa Barbara Channel. The causative faults have not been positively identified (Hoover, 1978).

The maximum credible earthquake event that could be expected at the project site would generate a horizontal bedrock acceleration of 0.5 times the acceleration of gravity (Greensfelder, 1973). This motion could be generated from several sources, including the Mesa or Mission Ridge faults but, as indicated previously, would more probably reflect an event produced by an offshore fault.

In a recent study of seismic hazards in Santa Barbara, Hoover (1978) proposed a design basis horizontal bedrock acceleration of 0.25 times the acceleration of gravity. This proposed value is based on acceleration values from previous earthquakes, consideration of the probability of potential earthquake intensities from local faults, and bedrock attenuation studies.

Differential Settlement. In downtown Santa Barbara, differential settlement of building foundations has occurred as a result of poor compaction of the fill emplaced following the 1925 earthquake and from the gradual consolidation of the estuary mud (Hoover, 1978). Data from the soil boring logs suggest that differential settlement is a potential hazard on the project site as well. Ground settlement occurs through the consolidation or compression of the foundation soils under the increased weight of new fill or superimposed building loads. Soils that respond to the new loads are loose, poorly compacted, and generally water saturated.

Loose sandy soils possessing little or no silt or clay lack cohesion and are subject to a gradual collapsing as the sand grains slip over one another under a superimposed load. The resulting consolidation of the sands leads to a decrease in soil pore volume. Water saturated silts and clays with high void space ratios are subject to compression when loads are placed upon them. The water pressure in the tiny void spaces increases and the water is gradually squeezed out, leading to a decrease in soil volume. Compressible or collapsible soils that are uniformly layered will merely result in uniform settlement. However, if the poor foundation soil layers are highly variable in thickness, such as those beneath the project site, differential settlement will take place. This can subject buildings, roadways, and underground water or utility lines to considerable amount of stress. Ground settlement has the potential for damaging building foundations, roadways, and underground gas, water, and sewer lines.

Seismic Hazards. Seismic hazards at the proposed project site include ground shaking, liquefaction, seismic ground settlement and tsunami inundation. The first three phenomena and associated site specific hazards are discussed below. Tsunamis are discussed in Section 4.1, Drainage and Water Quality.

Future earthquake activity, generated most probably by an offshore fault, will produce intense ground shaking in the project area. The largest losses of life and property during an earthquake are caused by ground shaking produced by sudden movement along a fault.

The intensity of ground shaking depends largely on local geologic factors, the most important of these being the thickness and physical properties of the materials composing the uppermost few hundred meters beneath the site. In general, the greater amplitudes and longer durations of ground motion have been observed on thick, water saturated, unconsolidated materials. During high amplitude events, energy dissipated at a given frequency will be much greater on unconsolidated sediments than on bedrock. In addition, both field and scientific analyses show that in general the softer the nature of the underlying soil deposits, the lower will be the predominant frequency of vibration of ground surface motion. Low ground vibration frequency has little effect on small structures, but can affect larger buildings that are more tuned to lower frequencies.

Liquefaction is the most probable form of ground failure at the site. Liquefaction refers to a phenomenon in which a cohesionless soil, usually sand, loses shear strength during an earthquake and is transformed into a fluid like state, acquiring a degree of mobility sufficient to permit ground failure. The basic cause of liquefaction is the build up of excess hydrostatic pressures in saturated cohesionless soils during earthquakes as a result of the application of cyclic shear stresses induced by ground motion. As a consequence of the applied cyclic stresses, the structure of the cohesionless soil tends to become more compact, with decreased pore space volume resulting in an increased pore pressure. As the pore water pressure approaches a value equal to the applied confining pressure, the sand begins to undergo deformation. If the sand is loose, the pore pressure will increase suddenly to the confining pressure and undergo large deformations (Seed, 1975).

For liquefaction to occur during an earthquake, all of the following soil characteristics must be present:

- 1) High water table
- 2) Cohesionless, clay free sands or sandy soils with 15 meters (45 feet) of the ground surface
- 3) Low relative densities of soil

All of these conditions are present in the soils on the project site. As a result, the area in which the proposed project is located has generally been recognized as having a high liquefaction potential (Hoover, 1978).

Rapid ground settlement caused by seismic shaking may also occur at the project site. Differential settlement of foundation soils is often accelerated during seismic events. The seismic settlement hazards associated with the project site are similar to those of non seismic differential soil settlement, but occur over a much shorter time period. Building designs must be adequate to withstand the effects of ground settlement and possible ground failure. If not, extensive structural damage may be expected.

IMPACTS. Table 8 is a checklist of geologic problems developed by the California Divisions of Mines and Geology (1977) for use in preparing Environmental Impact Reports. The major geologic problems on the site are:

- 1) Violent ground motion induced by seismic activity,
- 2) Liquefaction of foundation soil during earthquakes, and
- 3) Differential settlement at the underlying fill and estuary deposits.

Construction Features. Penfield Smith & Company, the engineering firm consulted for the Park Plaza development, provides the following data on project features: "The buildings will be three stories in height; some of the buildings will be underlain by a subterranean parking level. The buildings will be of wood frame construction; the subterranean parking levels will be of reinforced concrete construction.

"Foundation loads have not been definitely established at this time. However, maximum column loads are estimated to be on the order of 300 kips where subterranean construction is planned, and 100 kips for buildings without subterranean construction levels.

TABLE 8. CHECKLIST OF GEOLOGIC PROBLEMS

GEOLOGIC PROBLEMS		Could the project or a geologic event cause environmental problems?			Is this conclusion documented in attached reports?	
PROBLEM	ACTIVITY CAUSING PROBLEM	NO	YES	ENVIRONMENTAL PROBLEMS	NO	YES
EARTHQUAKE DAMAGE	Fault Movement		X			X
	Liquefaction		X	High potential		X
	Landslides	X				X
	Differential Compaction/ Seismic Settlement		X			X
	Ground Rupture	X				X
	Ground Shaking		X	Severe		X
	Tsunami		X	Unlikely		X
	Seiches	X				X
	Flooding (Failure of Dams and Levees)	X				X
LOSS OF MINERAL RESOURCES	Loss of Access	X			X	
	Deposits Covered by Changed Land-Use Conditions	X			X	
	Zoning Restrictions	X			X	
WASTE DISPOSAL PROBLEMS	Change in Groundwater Level	X				X
	Disposal of Excavated Material	X				X
	Percolation of Waste Material	X			X	
SLOPE AND/OR FOUNDATION INSTABILITY	Landslides and Mudflows	X				X
	Unstable Cut and Fill Slopes	X				X
	Collapsible and Expansive Soil	X				X
	Trench-Wall Stability	X				X
EROSION, SEDIMENTATION, FLOODING	Erosion of Graded Areas		X	Slight potential during construction period		X
	Alteration of Runoff	X		Site drainage improved		X
	Unprotected Drainage Ways	X				X
	Increased Impervious Surfaces		X			X
LAND SUBSIDENCE	Extraction of Groundwater, Gas, Oil, Geothermal Energy	X			X	
	Hydrocompaction, Peat Oxidation	X			X	
VOLCANIC HAZARDS	Lava Flow	X			X	
	Ash Fall	X			X	

"The subterranean parking levels will be established at elevations +2.0 to 4.0 (Mean Sea Level), approximately 2 to 10 feet below the existing grade. The floors in the non basement areas will be established at elevations +12.0 to +14.5, requiring the placing of compacted fill some two to nine feet in thickness." This final grading would increase the elevation of the project site two to eight feet above the existing ground level.

Seismic Hazards. A geotechnical investigation of the project site was recently performed for the American Tradition Company by LeRoy Crandall and Associates Engineers. The purpose of the investigation was to determine physical soil characteristics and provide recommendations for foundation design and for floor slab and paving support. The complete report entitled "REPORT OF GEOTECHNICAL INVESTIGATION PROPOSED HOTEL COMPLEX AND CONDOMINIUM DEVELOPMENT CABRILLO BOULEVARD AND PUNTA GORDA STREET, SANTA BARBARA, CALIFORNIA FOR THE AMERICAN TRADITION COMPANY, INC." is available from the City Community Development Department. This is the only geotechnical report currently available for the project site.

Ground Shaking. Ground shaking induced by earthquakes is a hazard present throughout Southern California and not unique to the project site. Nevertheless, because the project site is underlain by soft compressible soils which amplify ground motion, the proposed structures would be more susceptible to structural damage than structures in the city built on firmer ground.

Crandall and Associates (1978) state that the effects of earthquake activity can be mitigated by proper design and construction of the development. A one third increase over the proposed buildings' static design load is recommended for seismic or dynamic loads.

Liquefaction. Liquefaction of the soils underlying the project site during a major earthquake poses a severe hazard to building foundation structures. Crandall and Associates (1978) concluded that liquefaction could occur on the site if a earthquake of 6.2 magnitude or larger occurred along a local fault. The liquefaction would occur within a depth of 35 feet. Estimates of ground settlement from this analysis ranged from nominal to nine inches occurring

in random zones over the entire project site. Soil subsidence would cause a reduction of friction piles support capacity within the liquified zone; down drag force on the piles would also be produced.

Crandall and Associates recommend that each pile be designed to resist a down drop load of 20 Kips in addition to the imposed structure design load, and that piles within the upper 35 feet be designed to resist buckling resulting from column action over a potentially unsupported length at five feet.

If spread footings are used as a foundation support Crandall and Associates recommend the use of continuous exterior footings rather than individual footings. The continuous footings should be interconnected and sufficiently reinforced to develop good beam strength.

Crandall and Associates state that "While structural damage might occur under very adverse conditions liquefaction would not cause collapse of the buildings if supported by continuous spread footings."

Liquefaction could also damage floor slabs that are supported directly on grade. Crandall and Associates believe that damage to floor slabs could be tolerated.

Settlement. The weight of the planned fill and buildings will cause settlement over time resulting from compression of the underlying soft natural soils.

Driven friction piling is recommended by Crandall and Associates for the proposed building with basement areas to provide uniform support with minimum settlement. Shallow groundwater would make the installation of conventional drilled cast-in-place concrete piling difficult. Estimated settlement of the proposed buildings supported on pilings, assuming a 300 Kip static column load maximum, would be on the order of one half inch (Crandall and Associates, 1978).

Spread footings could be used as an alternative to driven piling in non basement areas. Existing fill and upper natural soils would have to be excavated and replaced with uniformly compacted fill. Required grading would be difficult because of the shallow groundwater condition.

Crandall and Associates estimate that, "the placing of compacted fill would cause ultimate ground settlement over time ranging from one half inch to 1½ inches for each foot of fill placed." For this reason they recommend, that "non basement areas be temporarily surcharged by placing additional fill to preconsolidate the underlying soils and reduce the post construction settlements."

If the site is graded and subsequently surcharged as recommended, the estimated settlement of the proposed buildings without basements (column loads of 100 kips), supported on footings, would be on the order of one half inch. If the building areas are not surcharged, the settlement would be on the order of 1½ inches.

Summary of Geologic Hazards. The hazards of seismic ground shaking and liquefaction are significant in the project site. Ground settlement resulting from the imposed loads of the building and fill is a minor hazard in terms of public safety. The ability of structural designs to withstand future seismic events is of critical importance. However, evaluation of the adequacy of design recommendations made by Crandall and Associates must be performed by a qualified geotechnical engineer and is beyond the scope of this EIR.

POTENTIAL SIGNIFICANT ADVERSE IMPACTS

1. High occupancy structures would be constructed within an area of identified high seismic hazard.

MITIGATION MEASURES. The City Seismic Safety Element recommends that liquefaction evaluations and recommendations be made by a qualified soils engineer for all new major or public facilities planned in high liquefaction areas. Also, the Seismic Safety Element identifies possible measures to be considered for mitigating liquefaction hazards. These are:

- o Future development should consider incorporating the "vibro" replacement" technique of construction utilized in the expansion to the City's sewage treatment facility. This process will create many small vertical drains in the soil, thus decreasing the pressure exerted on the water contained in the soil during an earthquake.

- o Removing the objectionable soil material and replacing it with well-compacted artificial fill under the supervision of a qualified soils engineer. An extensive dewatering or drainage system would have to be used in conjunction with the new fill material if the water table is near the ground surface.

Of these two possible measures, only the first would be applicable to the project. The second would be impractical because of the extremely large volume of material which would need to be excavated, and the shallow groundwater conditions on the project site.

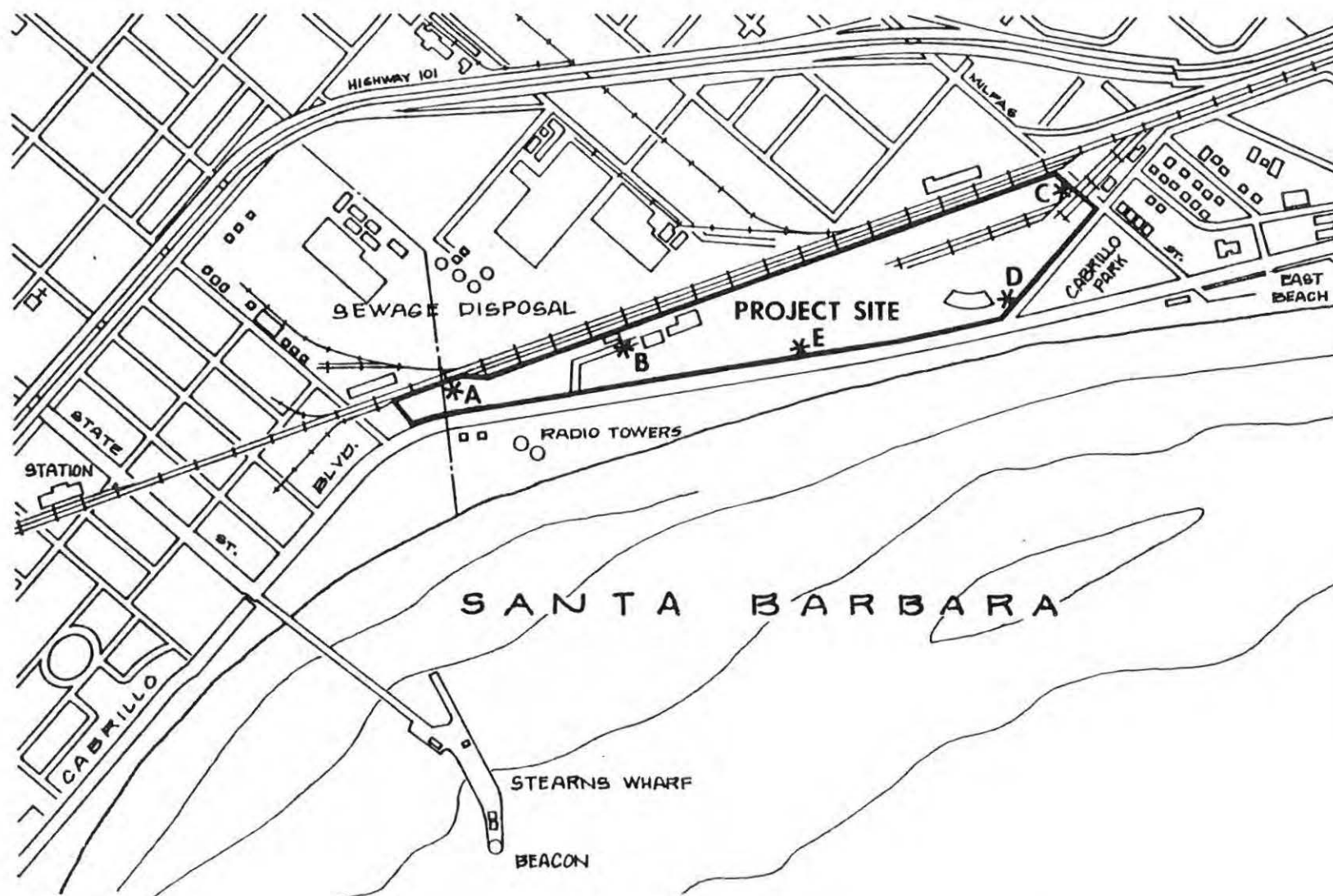
1. To assure that structural integrity will be maintained in project buildings in the event of a severe earthquake:

- 1a. Retain an independent engineering geologist to review project seismic design factors, foundation and structural plans. Base approval of project upon conclusions and recommendations of the engineering geologist report, *Appendix H, on file at Division of Land Use Controls*

EXISTING SETTING. The principal noise sources at the project site are motor vehicles on Cabrillo Boulevard and trains on the Southern Pacific railroad line, on the northern boundary of the project site. Lesser audible noise sources include motor vehicles on Milpas and Punta Gorda Streets to the east, and industrial operations along the northern part of the site and across the railroad tracks. U.S. Highway 101 is located a sufficient distance from the project site that freeway noise is not significant at the site.

To quantify existing noise conditions at the project site, five on site noise measurements were taken between the hours of 3:00 p.m. and 5:00 p.m. on January 26, 1979. The locations of the measurement sites are shown in Figure 15. The results of the noise monitoring are presented in Table 9 in terms of Day/Night Noise Levels (L_{dn}). An L_{dn} noise level is defined as an A weighted average sound level, in decibels (dBA), during a 24 hour period with a 10 dBA weighting applied to nighttime (10:00 p.m. to 7:00 a.m.) sound levels. In this way, the noise measurements have been converted to a form that gives an indication of the average noise exposure during the 24 hour period at each location, with weighting factors included to simulate the response of human hearing and to provide a 10 dBA penalty for noise occurring during normal sleeping hours.

The L_{dn} system is used in the draft Noise Element of the City of Santa Barbara General Plan, (1979) to describe existing and future noise levels in the city, and to establish a means of minimizing human excessive exposure to noise. To determine what constitutes excessive noise levels, a set of land use compatibility standards are presented in the Noise Element. These standards are shown in Table 10. Three of these exterior noise level standards are applicable to the proposed project. The residential standard of 60 L_{dn} for multiple family units is applicable to the proposed condominium developments. The noise standard for neighborhood parks, such as the proposed Chase Palm Park expansion, is 65 L_{dn} . The 70 L_{dn} standard for transient lodging would apply to the proposed Hotel-Conference Center.



SCALE

1" = 700'

earth metrics
1000 elwell court
palo alto, ca. 94303

FIGURE 15. NOISE MONITORING LOCATIONS IN THE STUDY AREA

TABLE 9. NOISE MEASUREMENT^a DATA FOR THE PROJECT SITE

LOCATION ^b	NOISE SOURCE ^c	DISTANCE FROM ROADWAY (FEET)	TRAFFIC VOLUME ^d (VEHICLES PER HOUR)	TRAFFIC SPEED (MILES PER HOUR)	TRUCK VOLUME (VEHICLES PER HOUR)	L _{dn} LEVEL (dBA)
A	Cabrillo Boulevard	200	1400	40	7	59
B	Cabrillo Boulevard	400	Roadway noise not audible from this location			56
C	Milpas Street	50	1000	25	8	64
D	<u>Cabrillo Boulevard</u> <u>Punta Gorda Street</u>	<u>50</u> <u>20</u>	<u>1500</u> <u>500</u>	<u>40</u> <u>25</u>	3	71
E	Cabrillo Boulevard	40	1500	40	5	65

168 a All measurements converted to L_{dn} levels with the use of daily traffic data.

b Locations shown in Figure 14.

c Railroad noise not present during noise measurements.

d Fifteen minute traffic counts converted to hourly volumes.

TABLE 10. NOISE STANDARDS APPLICABLE TO USES IN THE PROJECT SITE

LAND USE CATEGORY	NORMALLY ACCEPTABLE EXTERIOR NOISE EXPOSURE, L_{dn} , dBA ¹
Residential-Single family, Duplex, Mobile Homes, Multiple Family, Dormitories, etc.	60
Transient Lodging	70
Commercial/Retail, Movie Theaters, Restaurants	75
Playgrounds, Neighborhood Parks	65
¹ These noise exposure levels represent the upper limit of the range of "normally acceptable" noise levels. "Normally acceptable" is defined as being an exposure that is great enough to be of some concern, but common 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 performance of activities.	
Source: City of Santa Barbara (1979).	

The noise monitoring data indicates that there are areas of the project site where the land use compatibility standards are exceeded. The noise levels measured at locations A and E indicate that the project site areas designated for condominium development and within 100 feet of Cabrillo Boulevard are presently exposed to levels above the draft 60 L_{dn} standard for residential use. Also the noise levels measured at location D indicate that a small part of the Hotel-Conference Center area is also exposed to noise levels approaching 70 L_{dn} . Since no railroad trains were operating along the northern boundary of the project site during the noise monitoring, the average daily noise levels could be even higher than indicated here.

Since no trains were observed on the tracks directly north of the project site during the noise measurements, the effect of this noise source was calculated using standard equations for L_{dn} values and information on daily railroad operations provided by Southern Pacific. The results of these calculations are presented in Table 11.

The data in Table 11 indicate that, as a result of railroad operation, the condominium development area is almost entirely exposed to noise levels exceeding the draft standard of 60 L_{dn} . All of the project site proposed for park area is exposed to railroad noise levels in excess of the 65 L_{dn} standard. Measured noise levels at these locations are somewhat higher than the values indicated in Table 11 because of the additive effect of railroad and motor vehicle noise. Motor vehicle noise from Cabrillo Boulevard would add one to three dBA to the values shown in Table 11. Only a small portion of the proposed Hotel-Conference Center area would be exposed to railroad or railroad/motor vehicle noise levels above the standard of 70 L_{dn} .

A disadvantage of the L_{dn} criterion is that it does not reflect the most bothersome aspect of railroad noise. The sudden and intense nature of this form of noise makes it more noticeable than roadway noise. When trains pass the project site, noise levels may be expected to reach 90 to 95 dBA at a distance 100 feet from the tracks (Wyle Laboratories, 1973). These noise levels are considered very annoying by most people (City of Santa Barbara, 1979).

TABLE 11. CALCULATED L_{dn} NOISE OF SOUTHERN PACIFIC RAILROAD

DISTANCE FROM TRACK (FEET)	CALCULATED L_{dn} NOISE LEVEL (dBA) ^a
100	72
200	68
300	65
400	63
500	60
^a Based upon the following daily operations data: two Amtrak trains per day and 13 Southern Pacific freight trains per day (Hardigan, 1979). Sources: Swing, 1975 Hardigan, 1979	

IMPACTS. The proposed project would not increase traffic volumes on any streets in the City of Santa Barbara sufficiently to increase noise levels to a noticeable extent. In the immediate vicinity of the project site, where the traffic increases caused by the proposed project would be greatest, the traffic increase would be less than 20 percent (see Section 3.3). To cause a noticeable change in noise levels along these roadways, respective traffic volumes would have to be increased by 100 percent (assuming no change in vehicle speed). The 1990 traffic projections for all local roadways and intersections indicate that, with or without the project, traffic increases will be less than 100 percent (City of Santa Barbara, 1979). Therefore, the proposed project would not contribute to a significant cumulative impact on noise levels along these streets.

The proposed project would not, in itself, increase the level of air carrier activity at Santa Barbara Municipal Airport sufficiently to cause a noticeable increase in noise levels around the airport. As discussed in Section 3.3, a maximum of two to three added charter flights per week would be expected to result from the proposed project. This would represent a very small increase in total operations at the airport, and would be insignificant insofar as noise is concerned. More important are the cumulative impacts of predicted increased airport use (City of Santa Barbara, 1979).

Noise generated by the Southern Pacific railroad tracks to the north and Cabrillo Boulevard to the south could cause a significant adverse impact upon condominium residents. Within the portion of the project site proposed for condominium development, ambient noise levels would exceed the land use compatibility standard of 60 L_{dn} (Table 10). Railroad operations would be the principal source of this noise at the project site if the present level of operation (averaging 15 trains per day) is sustained in the future. The noise generated by these railroad operations is expected to remain fairly constant in the future (City of Santa Barbara, 1979), and noise generated from Cabrillo Boulevard should not increase significantly by 1990. However, the proposed condominiums and park would continue to be exposed to excessive noise levels from both the railroad and roadway sources. Mitigation measures are presented in the following section to reduce interior noise to acceptable levels.

The proposed expansion of Chase Palm Park within the project site would also be affected by railroad noise. However, this is not considered to be as noise sensitive an area as the residential area of the project site using the draft noise criteria in Table 10.

POTENTIAL SIGNIFICANT ADVERSE IMPACTS.

1. Proposed condominiums would be exposed to L_{dn} railroad noise in excess of the 60 dBA Standard set forth in the General Plan Noise Element.
2. Portions of the proposed hotel and park would be exposed to high L_{dn} railroad noise in levels below the 65 and 70 dBA standards for these uses, respectively, as set forth in the General Plan Noise Element.

MITIGATION MEASURES

1. Exterior L_{dn} noise impacts cannot be mitigated. The following measures would mitigate the noise impact of railroad operation on the proposed condominium developments:
 - 1a Construct the rear walls of the condominiums facing the railroad tracks of solid masonry, with few or no openings for doors or windows. Interior noise levels would be maintained below L_{dn} 45 dBA.
 - 1b Provide building design features to increase soundproofing effectiveness, including: minimal or no provision of outside doors and windows, with thorough caulking and double glazing where necessary; sealing of wall/roof interfaces; wall insulation. Noise walls probably would not be effective or desirable from a visual standpoint. Interior L_{dn} noise levels would be maintained below 45 dBA.
 - 1c Design three story condominium walls facing the railroad tracks to afford acoustical shielding of the condominium complex and to reduce interior noise to acceptable levels (Edwards-Pitman, 1979). The courtyard design of the complex would also provide residents with reasonably quiet outdoor space. Building plans have not been developed

at this phase (PROPOSED). Exterior L_{dn} noise levels in the courtyards would be 57 to 63 dBA; and in the condominium swimming pool area, 67 to 70 dBA.

1d Realign the Southern Pacific tracks, as proposed in the draft EIS supplement to the cross town freeway project (CALTRANS, 1979). This would move the railroad noise impact area to another place within the city, possibly adjacent to the freeway. This would be a long term mitigation which could not be implemented by the applicant.

2. To afford noise abatement to the hotel:

2a Mitigations 1a, 1b, and 1d above

2b Design hotel buildings to afford acoustical shielding in exterior areas (PROPOSED). Exterior L_{dn} noise levels in Hotel-Conference Center courtyards would be 55 to 62 dBA.

To afford noise abatement to the park, no near term measures are considered feasible. A noise wall would be undesirable from an aesthetic standpoint. A berm would need to be fifteen feet high and approximately sixty feet in breadth, thus covering one third acre. Railroad and traffic noise could also enter the park from Santa Barbara Street and adjacent parking lots.

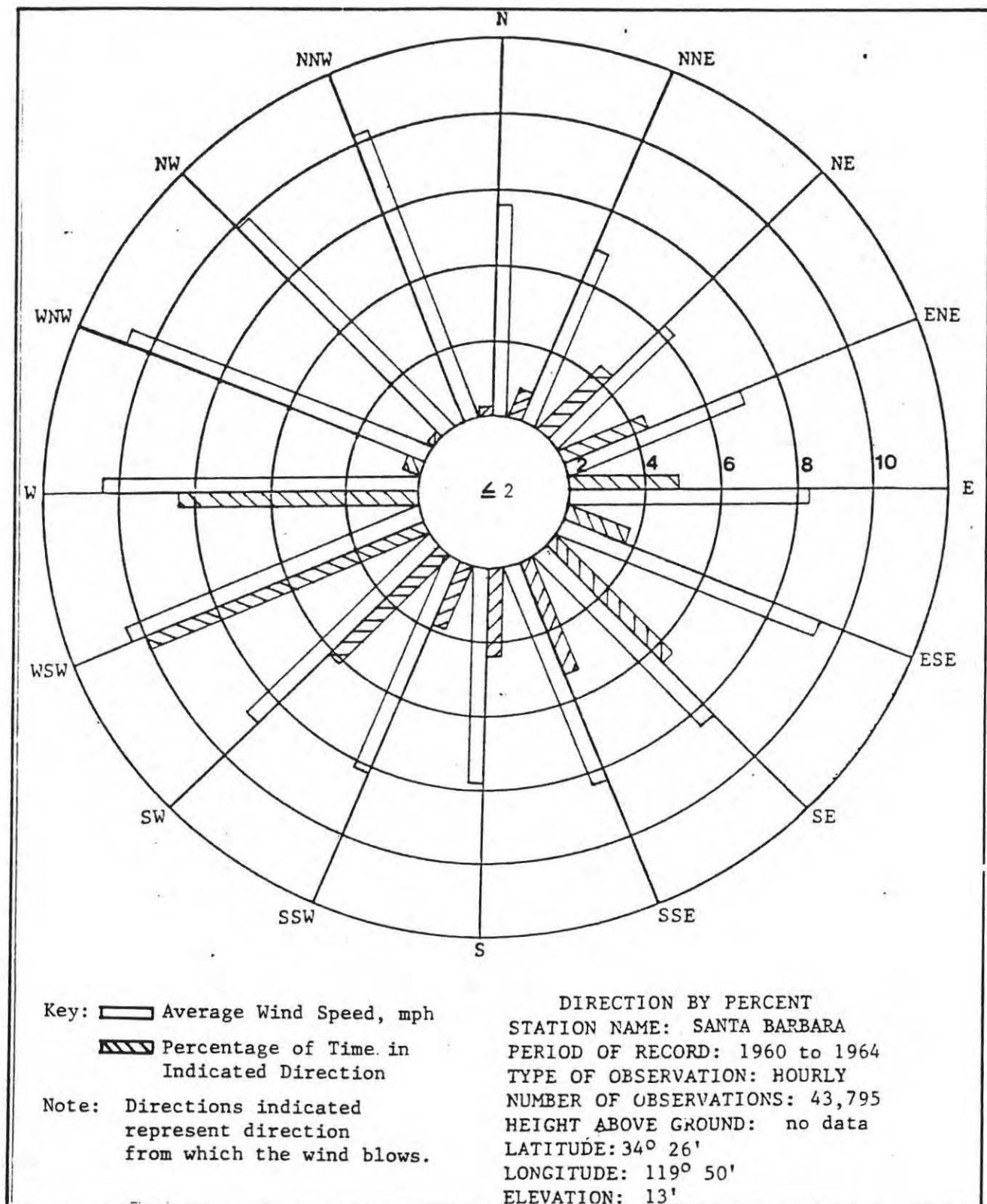
3.10 AIR QUALITY AND METEOROLOGY

EXISTING SETTING. The air quality of the project site and the rest of the City of Santa Barbara is controlled by regional meteorological conditions and the emissions of pollutants in the city and surrounding areas. The City of Santa Barbara is influenced by the meteorology of the South Central Coast air basin, which covers Santa Barbara, San Luis Obispo, and Ventura Counties.

Meteorology. The Mediterranean climate of the South Central Coast air basin is typical of the California coastline. The months of November through April are usually rainy, and May through October are dry. Clear skies prevail approximately 80 percent of daylight hours in late summer. Only 60 to 80 days per year are overcast for half of the daylight hours or longer. Temperatures are mild year round as a result of the moderating effect of the Pacific Ocean and inland circulation of marine air.

Winds in the air basin are generally from the west and northwest because of offshore meteorological patterns (ARB, 1975). In the City of Santa Barbara, however, winds are predominately from the west and southwest because of the shoreline orientation. Figure 16 shows the results of wind monitoring in the city. Light winds of less than five miles per hour are experienced approximately 50 percent of the time.

Another important meteorological feature of the South Central Coast air basin is the thermal inversion. A thermal inversion occurs when a layer of warm air lies above a layer of cooler air, a reversal of the normal pattern in which the earth warms the bottom layers adequately to cause upward circulation. Inversions prevent the upward movement of air, providing effective lids for air pollutants that are emitted in the basin. In the broad basins and valleys, characteristic of local airsheds within the South Coast air basin, inversions form virtual containers in which air pollutants may accumulate and reside for up to several days. Inversions based at 2000 feet or less occur approximately 70 percent of the time during the afternoon hours, and nearly 90 percent of the time during morning hours (ARB, 1975). The frequency of occurrence of inversion conditions in Santa Barbara County is presented in Table 12. Air pollutant concentrations build up in the air basin predominantly during periods of light winds, temperature inversions, and clear skies.



earth metrics

FIGURE 16. WIND DIRECTION, VELOCITY, AND DURATION IN THE CITY OF SANTA BARBARA.

Source: California Department of Water Resources.

TABLE 12. FREQUENCY OF INVERSION CONDITIONS AT VANDENBERG AFB, 1969-1970 (PERCENTAGE OF TIME).

	WINTER (DEC JAN FEB)		SPRING (MAR APR MAY)		SUMMER (JUN JUL AUG)		FALL (SEP OCT NOV)		ANNUAL	
HEIGHT OF INVERSION BASE (FEET MSL)	0400 PST	1600 PST	0400 PST	1600 PST	0400 PST	1600 PST	0400 PST	1600 PST	0400 PST	1600 PST
0/500	83	7	65	1	26	1	58	3	58	3
501/1000	3	17	7	29	20	30	8	38	10	29
1001/2000	3	20	14	38	41	55	21	36	20	37
2001/3000	2	9	9	7	8	8	5	6	6	7
3001/4000	1	13	1	6	3	4	4	5	2	7
4000	8	34	4	19	2	2	4	12	4	17
Source: California Air Resources Board (ARB), 1975.										

Air Quality. The major air pollutants which are subject to California and/or federal ambient air quality standards are oxidant, carbon monoxide (CO), total suspended particulate (TSP), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), hydrocarbons (HC) and lead. The more stringent standards for these pollutants are presented in Table 13.

Ambient air quality is monitored in the vicinity of the project site by the California Air Resources Board (ARB). The air quality monitoring station is located in the Civic Center area near the corner of State Street and Cabrillo Boulevard. The results of the air quality monitoring at this site for the 1975 to 1977 period is presented in Table 14. Ambient air quality at the project site is probably somewhat better than that of the Civic Center area, especially in terms of carbon monoxide concentrations, because of the ventilating effects of marine air. However, the Civic Center air quality monitoring data are representative of overall ambient conditions in the city.

As can be seen from Table 14, oxidant, CO, TSP, and Pb standards are frequently violated in the City of Santa Barbara, while the NO₂ and SO₂ standards have not been exceeded. HC levels typically violate the standard by a large margin at Santa Barbara, as is the situation in most areas of California (ARB, 1975-1977).

The California ARB is the coordinating agency for state subregional nonattainment plans. The purpose of nonattainment planning is to develop control measures necessary to meet the National Ambient Air Quality Standards (NAAQS) in the near future. Nonattainment areas are those zones which, on the basis of past air monitoring data, show chronic violations of the NAAQS. The entire South Central Coast air basin is a nonattainment area for oxidant; the coastal strip of Santa Barbara is a nonattainment area for oxidant and particulate; the City of Santa Barbara is a nonattainment area for oxidant, total suspended particulate and carbon monoxide (Laird, 1978).

The Santa Barbara County Office of Air Quality Planning has prepared a draft Air Quality Attainment Plan (AQAP) that will provide input for state sub-

TABLE 13. AMBIENT AIR QUALITY STANDARDS IN CALIFORNIA^a

POLLUTANT	AVERAGING TIME	CONCENTRATION	AGENCY
Oxidant	1 hour	0.12 ppm	Federal
Carbon Monoxide (CO)	8 hours	9 ppm (10 mg/m ³)	Federal
	1 hour	35 ppm (40 mg/m ³)	Federal
Nitrogen Dioxide (NO ₂)	1 hour	0.25 ppm	State
Sulfur Dioxide (SO ₂) ^b	24 hours	0.05 ppm	State
Total Suspended Particulates (TSP)	annual geo- metric mean	60 µg/m ³	State
	24 hours	100 µg/m ³	State
Lead (Pb)	30 days	1.5 µg/m ³	State
Sulfates	24 hours	25 µg/m ³	State
Non Methane Hydrocarbons (NMHC)	3 hours (6 to 9 a.m.)	0.24 ppm	Federal
Hydrogen Sulfide (H ₂ S)	1 hour	0.03 ppm	State
Visibility Reducing Particles	1 observation	In sufficient amount to reduce the pre- vailing visibility to less than 10 miles	State
<p>^a This table was developed so that the more stringent of the federal or California air quality standard only is presented. Federal standards are not to be exceeded more than once per year; California standards are never to be equalled or exceeded.</p> <p>^b In September, 1977 the State Air Resources Board (ARB) adopted a new SO₂ air quality standard. The standard is 0.05 ppm during 24 hours in combination with oxidant levels over the state one hour standard of 0.10 ppm or particulate matter in excess of the state 24 hour standard of 100 µg/m³. The new SO₂ standard was adopted to prevent the synergistic effects of combinations of these air pollutants on human health.</p>			
Source: California Air Resources Board, 1978			

TABLE 14. MAXIMUM CONCENTRATIONS AND NUMBER OF VIOLATION DAYS¹ AT SANTA BARBARA AIR QUALITY MONITORING STATION

POLLUTANT (UNITS)	EXPLANATION	1975	1976	1977
Oxidant (ppm)	Maximum Concentration ² Days	0.19 5	0.19 21	0.18 16
Carbon Monoxide CO (ppm)	Maximum Concentration ² Days	14 14	12 13	12 4
Nitrogen Dioxide NO ₂ (ppm)	Maximum Concentration ² Days	0.21 0	0.16 0	0.15 0
Sulfur Dioxide SO ₂ (ppm)	Maximum Concentration ² Rate ³	No data	No data	0.023 0
Total Suspended Particulate TSP (ug/m ³)	Mean ⁴ Rate ³	63 8.9	67 18.0	68 16.7
Lead Pb (ug/m ³)	Maximum Concentration ² Months	3.28 4	4.43 5	3.21 4
¹ Based on the standards in Table 13 ² Maximum concentration refers to maximum one hour average value for oxidant and NO ₂ , maximum eight hour for CO, maximum 24 hour for SO ₂ , and maximum monthly average for Pb. ³ Percent of observation days when state air quality standard was exceeded. ⁴ Refers to annual geometric mean. Source: ARB, 1975-1977				

regional nonattainment planning and suggests strategies for complying with the NAAQS. Strategies emphasize reduction of vehicle use by land use planning measures. The draft land use policies proposed in the plan that could effect the proposed project are the following (Graves, 1979):

- Restriction of new developments to areas with existing roadways.
- Infilling of developed areas as opposed to development of peripheral areas.
- Providing a mix of land uses in new development areas.
- Including provisions for transit and bicycle usage in new developments.
- Requiring an indirect source review of all developments to determine compliance with the guidelines of the AQAP.

The ARB compiles inventories of sources of pollutant emissions for the counties and air basins of California. Table 15 presents these emissions inventories for the South Coast of Santa Barbara County, Santa Barbara County and the South Coast Air Basin for the years 1973 and 1975. Also presented in this table are projections of future emissions as presented in the AQAP. These projections are based on future land use plans and source emissions rates.

Table 15 indicates that mobile sources, primarily consisting of private automobiles, presently account for the vast majority of carbon monoxide emissions, and a large part of the nitrogen dioxide and organic gas emissions. Particulate and sulfur dioxide emissions are primarily the result of stationary source emissions. In future years, stationary sources are also projected to account for the vast majority of organic gas emissions.

Since nitrogen dioxide and organic gases are the precursors of photochemical oxidant, it is clear that private motor vehicles are responsible for a large part of the oxidant problem in the South Coast Air Basin. Violations of the federal carbon monoxide standard in this area may be almost entirely attributed to this mobile source.

TABLE 15. EXISTING AND PROJECTED EMISSIONS RATES FOR SOUTH COAST OF SANTA BARBARA COUNTY (TONS PER DAY)

POLLUTANT ● SOURCE TYPE	INVENTORY YEAR			
	1977	1982	1987	1990
Carbon Monoxide				
● Mobile	115.9	84.7	55.8	48.1
● Stationary	12.1	13.3	13.9	14.1
● All	128.0	98.0	69.7	62.2
Organic Gases				
● Mobile	14.4	7.6	4.0	3.3
● Stationary	5.5	8.2	7.8	9.0
● All	19.9	15.8	11.8	12.3
Nitrogen Oxides				
● Mobile	13.6	10.8	9.1	8.7
● Stationary	1.6	5.0	5.0	4.4
● All	15.2	15.8	14.1	13.1
Particulates				
● All	3.1	3.4	3.3	3.1
Sulfur Oxides				
● All	0.7	1.1	1.1	1.0
SOURCE: ARB, 1978				

IMPACTS. The proposed project would generate approximately 7800 motor vehicle trips per day on the weekends and approximately 7300 trips per day on weekdays (see Section 3.3). Based on an average trip length in the City of Santa Barbara (Lorden, 1979), these trips will result in an increase in the total daily vehicle miles traveled in Santa Barbara County of 27,600 miles per day. This motor vehicle usage would result in air pollutant emissions as presented in Table 16. The emission factors used in Table 16 were derived from Mobile One Mobile Source Emissions Model, developed by the Environmental Protection Agency (1978). This model takes into account the type of vehicle mix that is expected in future years and numerous parameters that describe the expected operating characteristics of these vehicles. Table 16 also shows how the project related emissions compare with the 1990 Santa Barbara County emissions presented in Table 15.

The proposed project would have a significant impact on regional air quality, because of the motor vehicle emissions added to the air basin. Table 16 indicates that project related emissions of organic gases and nitrogen oxides (oxidant precursors) would constitute approximately one quarter to one half of one percent of the total 1990 county emissions. The project related emissions would also contribute comparable quantities of carbon monoxide and particulate emissions. Since the project would be located in a nonattainment area for carbon monoxide, oxidant, and particulate, the relevant guidelines of the AQAP should be incorporated into the project design. These are presented in the mitigation measures section.

To assess the impact of the proposed project on local air quality, a model for carbon monoxide (CO) concentrations adjacent to roadways was employed. Carbon monoxide is the most dangerous pollutant in terms of localized traffic increases, especially in the vicinity of busy intersections. The results of the air quality modelling indicate that local CO levels in the vicinity of the project site should actually decrease from existing levels even with the projected higher traffic volumes. This is expected to result from the emissions control regulations on future motor vehicles, which are expected to reduce the emissions rates of individual motor vehicles by a factor of three by 1990 (EPA, 1978).

TABLE 16. PROJECTED EMISSIONS RATES FOR THE PROPOSED PROJECT IN 1990.

POLLUTANT TYPE	1990 MOBILE SOURCE EMISSIONS FACTOR ^a (GRAMS PER MILE)	PROJECT RELATED EMISSIONS ^b (TONS PER DAY)	PERCENTAGE OF 1990 SANTA BARBARA COUNTY SOUTH COAST MOBILE SOURCE EMISSIONS (%)
Carbon Monoxide	15.36	0.470	0.76
Organic Gases (non reactive hydrocarbons)	1.08	0.033	0.27
Nitrogen Oxides	1.98	0.080	0.61
Particulate	0.25	0.008	0.26
Sulfur Oxides	0.13	0.004	0.40
^a Composite emission factors representative of the vehicle types in use at the project site in 1990 (County of Santa Barbara, 1979). ^b These values equal the product of the emission factors and the project related vehicle miles of travel. Sources: EPA, 1978 EPA, 1978 ARB, 1976 ARB, 1978 Lorden, 1979			

As stated in Section 3.3., the project is expected to induce only a small portion of the total expected growth at Santa Barbara Airport by 1990. Project related aircraft emissions would constitute less than 0.01 percent of county emissions of oxidant forming pollutant, and would have no effect upon future oxidant conditions.

POTENTIAL SIGNIFICANT ADVERSE IMPACTS

1. Project related vehicle use would cause significant air pollutant emissions of organic gases and nitrogen oxides precursors of photochemical oxidant. The project site is within a designated nonattainment area for oxidant.

MITIGATION MEASURES

1. The following measures are suggested to minimize the total vehicle miles of travel (VMT) resulting from the proposed project and to proportionately minimize the contribution of the project to the regional smog problems:
 - 1a Shuttle bus service from the Hotel-Conference Center to provide transit to the airport and downtown areas of Santa Barbara (PROPOSED).
 - 1b Improve MTD service, implement people mover, encourage non auto travel as presented in Section 3.3, Circulation and Parking, Mitigation
 - 1c. Reduce project vehicle use as presented in Section 3.3, Mitigations
 - 1d. Facilities for bike storage and encouraged use of bicycles by employees for commuting purposes. A bike rental franchise could be operated for guests; the proposed bike and pedestrian paths would make bicycling an attractive recreational use.
 - 1e. Ten percent or 17 of the 167 hotel employee parking spaces could be reserved for car pool participants. This would be consistent with the Transportation Control Measure of the Santa Barbara County Air Quality Attainment Plan (Santa Barbara County, 1979) which calls for a shift of 10 percent of current drive alone work trips to carpools of two or more persons.

EXISTING SETTING. The Warren Alquist State Energy Resources Conservation and Development Act (1974) created the California Energy Resources Conservation and Development Commission (CERCDC). The State Energy Conservation Action Plan was prepared by CERCDC, under provisions of the Energy Policy and Conservation Act (Pl 94-163) and the Energy Conservation and Production Act (PL 94-385). Energy conservation standards for new non residential buildings were adopted by CERCDC on June 30, 1977, and are enforced through the existing building permit process. Energy conservation standards for new residential buildings were adopted by CERCDC March 11 and March 23, 1977 and are enforced similarly. The energy conservation standards for new non residential and residential buildings have been placed in Title 24, Part 6, Division T-20, Chapter 2, Subchapter 4 of the California Administrative Code.

The standards are intended to provide energy savings through the design of the component parts of these buildings and the building envelopes. The envelopes must have good thermal resistance and low air leakage. Mechanical and electrical systems providing heating, cooling, lighting, and hot water must use a minimum amount of energy. Compliance with the standards necessitates various indicated calculations and the completion of special compliance forms. State energy policy also includes measures to reduce regional vehicle miles of travel by automobiles, and thus gasoline consumption.

At present, energy consumption associated with the project site is minimal, attributable only to the few light industrial uses occupying the structures, however, the national energy crisis has been strongly affecting Santa Barbara. Southern California Edison, purveyor of electric power to city users, has indicated that the ability to serve all customer loads during peak demand periods could become marginal by 1981 (Nunes, 1979). A marine gas terminal is presently being considered near Point Conception to provide for increasing natural gas demand in California. Gasoline shortages this year have been evidenced in Santa Barbara by gas lines and rising prices.

IMPACTS. The proposed future development of the project site would have two effects on energy consumption: consumption of energy needed to construct the complex and the energy needed to operate the buildings on a day to day basis.

Construction of the proposed project would entail the use of earth moving and grading vehicles, electric, and pneumatic tools, and various other energy consuming equipment. Construction workers commuting and hauling of construction materials would add to transportation consumption of energy. The construction phase would last approximately 18 months. Demand would be short term, and not as taxing as the long term operating energy consumption.

The daily energy needs of the proposed project would be supplied by available natural gas and electricity systems maintained by Southern California Gas and Southern California Edison Companies. Electricity and gas would be required for lighting, air conditioning, space heating, and water heating in the proposed structures and pools. Electric energy usage of the hotel convention center is predicted to average 240,000 kilowatt hours per month (Edwards-Pitman, 1978). Natural gas consumption is predicted to average about 60,000 therms per month (City of Los Angeles, 1976).

Energy consumption associated with the proposed project will also result from site generated traffic and the consequent demand for gasoline. Gasoline consumption of trips attracted to the project is estimated to be 1150 gallons per day, based upon an estimated vehicle miles traveled of 27,600 miles and an average gasoline use of 24 miles per gallon (for vehicles in 1986).

Coastal Act requirements for energy performance of new developments in the coastal zone state that "new development shall: (4) Minimize energy consumption and vehicle miles traveled." The General Plan and the Redevelopment Plan have similar energy conservation policies applicable to future uses of the project site. It is, therefore, necessary for the project to make special efforts to minimize 1) electric power use in lighting, air conditioning and operation of appliances, particularly during peak demand periods; 2) natural gas use for space and water heating; 3) vehicle fuel consumption. The impact of the project on energy conservation will depend largely on conservation measures practiced beyond the scope of measures presently required by the state.

POTENTIAL SIGNIFICANT ADVERSE IMPACTS.

1. The project would consume 240,000 KWH/month electricity. The utility's ability to meet peak power demands may become marginal by 1981.
2. The project would consume 60,000 therms/month of natural gas. California is running short of this clean burning energy resource.
3. Project related vehicles would consume a significant amount of petroleum fuel during the 18 month construction phase and would consume an estimated 1150 gallons/day of gasoline during project operation.

MITIGATION MEASURES.

1. Lighting, air conditioning and appliance needs for electric power could be minimized through the following measures:
 - 1a Minimize unnecessary nighttime lighting with use of electronic timers and switches. Establish lighting needs and priorities for different periods of the day and night. Develop a plan to minimize peak and overall power demand for lighting. Estimated overall reduction in power need: two to three percent.
 - 1b Use fluorescent indoor and outdoor lighting. Do not permit installation of incandescent lighting. Maximize use of natural lighting in building design consistent with insulation and seismic safety criteria. Estimated overall reduction in power use: one percent.
 - 1c Require effective passive cooling and ventilation features in building design. Permit no electrical air conditioning. Insulate walls, floors and ceilings. Design structures to take advantage of sun shading and wind induced cross ventilation with use of 1) air scoops to collect prevailing westerly and WSW winds (see Figure 16), 2) proper location of vegetation, roof overhangs, and sunshades to increase wind pressure near inlets. Insulate and ventilate all attic space. Use gravity ventilation by positioning vent inlets as low as possible on the north side of

structures and by locating outlets as high as possible, where a "stack" effect would create natural suction. Provide electrical ventilation only in gathering areas such as restaurants and the conference center. Estimated reduction in electrical power need: three to five percent average and five to seven percent during peak periods.

- 1d Select appliances on the basis of energy conservation performance. Use appliance ratings for individual brands identified by Southern California Edison Company. Do not provide heat lamps in hotel bathrooms. Estimated reduction in electrical power need: one to two percent.
2. Natural gas needs for space and water heating could be minimized through the following measures:
 - 2a Provide adequate passive solar design including 1) insulation of walls, floors and ceilings, 2) use of "massive" materials to store heat collected during the day (this may have low feasibility in view of intrinsic seismic hazards), controlled penetration of solar radiation through south facing windows through use of awnings, special blinds that can be drawn between the two panes of double glazed windows, or by a variety of types of externally projecting shades which may take the form either of vertical fins or horizontal eyebrows that cut off high angle summer sun but allow low level winter sun to enter (Steadman, 1975).
 - 2b Provide roof mounted solar water heaters to provide for all hot water needs. Extensive roof space may be required, and may produce a minor visual impact from Cabrillo Boulevard. Hot water storage would also be needed to meet peak hot water demand. Estimated total reduction in natural gas consumption: 10-50 percent.

Because design and performance of passive and active heating and cooling systems would be strongly affected by specific design plans, review of final design plans may be desirable. Toward this purpose, the city could

- 2c Appoint an energy advisory committee including the project architect and qualified technical persons from the community. Develop specific

energy conservation alternatives for the project and evaluate for cost effectiveness in terms of dollars and energy savings. Select an alternative which meets the energy goals of the City General Plan, Redevelopment Plan, and the Coastal Act.

3. Consumption of vehicle fuels could be minimized with measures identified in Section 3.3 Circulation and parking, under Mitigation Measures.

3.12 ECONOMICS

EXISTING SETTING. The socioeconomic patterns that have emerged in the City of Santa Barbara are discussed in terms of population, personal income, economic development, and fiscal considerations.

Population and Income. The growth in population that Santa Barbara has sustained since the 1950's reached 70,215 by 1970 and 72,238 by 1975 (U.S. Census, 1970; and Santa Barbara City Census, 1975). This population represents 26 percent of the County of Santa Barbara population. The composition of population by age indicates that the majority of the city residents are mature individuals between the ages of 18 and 65 (56 percent). However, 23 percent of the population can be classified as senior citizens.

Per capita income is a measure of types of employment generated in the area, the skill required to perform the work, and the supply of persons qualified to perform the work. As shown in Table 17, approximately 30 percent of income dollars to city residents originates from tourism and visitor serving activities.

TABLE 17. CITY OF SANTA BARBARA BASIC ECONOMIC SOURCES IN 1970

Property and pensions income	31%
Tourism-visitor expenditures	29%
Manufacturing-research and development	20%
University of California	8%
Other	12%
TOTAL	100%

Source: Central City Redevelopment EIR, 1977

The City of Santa Barbara has experienced a rise in median family income from 1960 to 1977, but at a lesser rate than national averages. Table 18 shows the declining income growth rate relative to the national average for median income city residents.

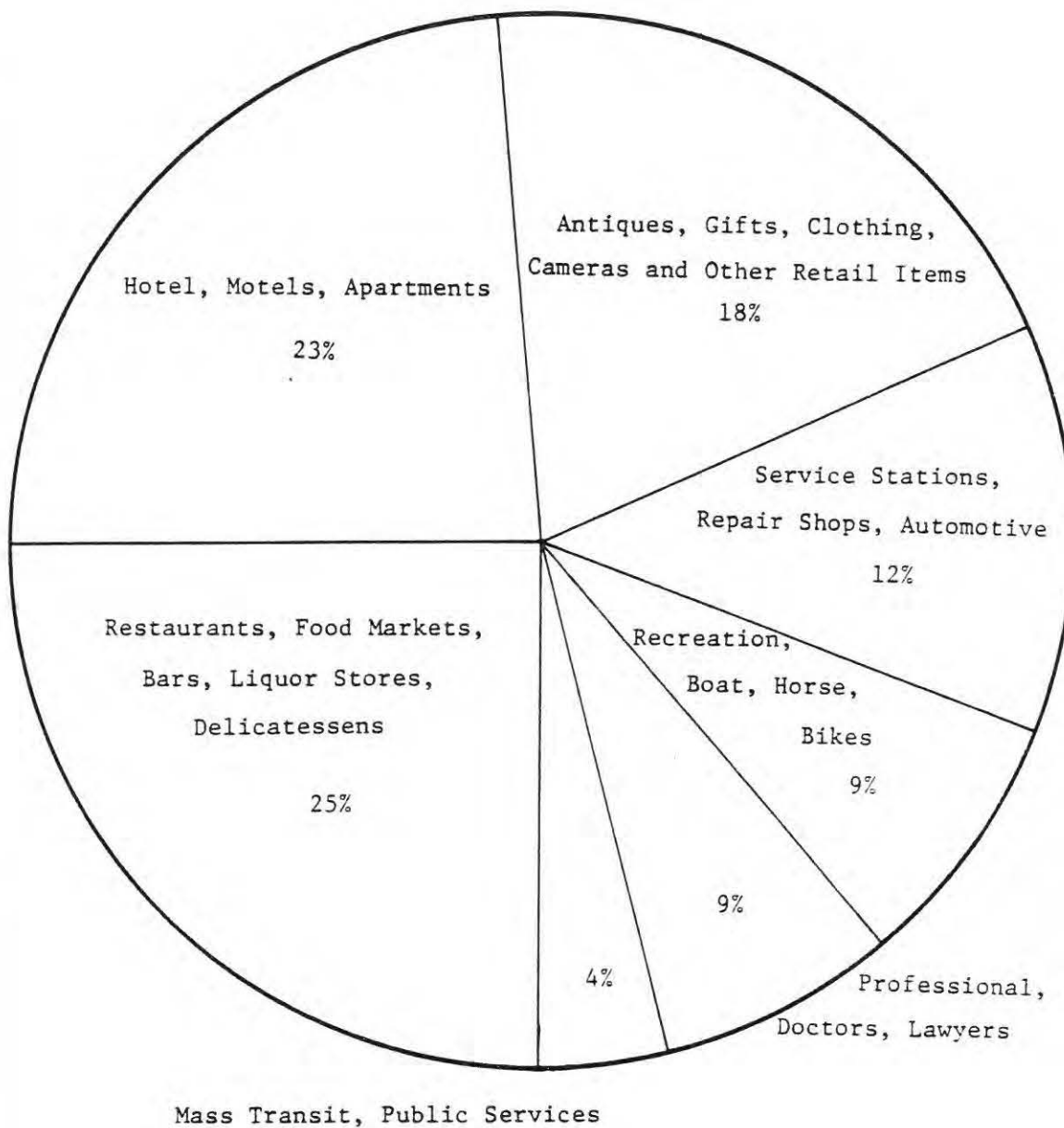
TABLE 18. SANTA BARBARA AND NATIONAL MEDIAN FAMILY INCOME

YEAR	SANTA BARBARA MEDIAN FAMILY INCOME	UNITED STATES MEDIAN FAMILY INCOME
1960	\$6,477	\$5,650
1970	\$9,505	\$9,586
1977	\$12,813	\$16,000
Source: U.S. Bureau of Census, 1960, 1970 U.S. Department of Labor, 1978		

Economic Development. The importance of tourism to the local economy cannot be underestimated. At present, approximately 30 percent of all family income is derived from this sector. As shown in Figure 17, the percentage of tourist dollars affects the entire area's economy. With the enactment of Proposition 13, the reliance of local government on real property tax for local government revenues is limited. As a result, other sources of taxation have merited attention. Today, the two best sources of taxable items are retail sales and hotel room receipts.

At present, the retail trade sector is the second largest provider of new jobs in Santa Barbara (State of California Labor Market Bulletin, 1979). As a result, taxable retail sales in Santa Barbara (\$351.4 million) should continue to increase at its recent level of 17 percent between 1976 and 1977 (State of California Annual Planning Information, 1978).

Closely related to the growth in retail sales is the growth in tourism. One way of measuring this growth is by examining the increase in city bed taxes. Currently, the city levies a six percent tax on the daily price of motel and hotel rooms. Table 19 indicates the bed taxes received by the city over the past five calendar years.



Source: Santa Barbara County and City Chamber of Commerce, 1979



earth metrics
1000 elwell court
palo alto, ca. 94303

FIGURE 17. DISTRIBUTION OF TOURIST DOLLARS TO THE LOCAL ECONOMY

TABLE 19. BED TAX RECEIPTS TO THE CITY OF SANTA BARBARA: 1971 to 1975

	1971	1972	1973	1974	1975
Bed Tax Receipts	\$268,712	\$309,304	\$322,793	\$362,273	\$424,641
Annual Increase		15%	4%	12%	17%
Source: <u>Central City Redevelopment EIR</u> , 1978					

A continued rate of growth in tourism is characteristic of the city. Tourism grew even during the 1973 to 1974 recession, indicating the popularity of the area. Consequently, the economic health of the city and the region is structured on the tourist dollar and supplemented by services to city residents of high personal income. These two factors generate a number of ancillary services that aggregate into a strong fiscal base for the public sector.

Fiscal Considerations. The project site is predominately unimproved. The assessor's parcel numbers and assessed value are shown in Table 20.

TABLE 20. ASSESSED VALUE OF THE PROJECT SITE

ASSESSOR BLOCK NUMBER	ACRES	TOTAL ASSESSED VALUE (dollars)
17010 (35)	Street	Exempt
17010 (36)	2.27	50,937
17010 (37)	29.58	560,313
TOTAL	31.85	\$611,250

The assessed valuation of \$611,250 is 25 percent of the fair market value. This translates to a fair market value of approximately \$2,445,000. With the

implementation of Proposition 13 (the Jarvis Gann Initiative), a one percent tax rate will be assessed against the property, along with an additional assessment sufficient to pay principal and interest on bonds approved by the voters prior to Proposition 13. However, since the project site lies within the boundaries of the Central City Redevelopment Project, the Redevelopment Agency is entitled to an allocation of these taxes before any division is made among the normal taxing entities.

Under California law, after adoption of a redevelopment plan containing a provision for allocation of taxes, the normal taxing agencies receive a portion of taxes each year determined by multiplying the assessed value of the taxable property in its unimproved state shown on the last assessment roll equalized prior to adoption of the plan. The Redevelopment Agency receives the taxes levied in excess of that amount; that is, the current tax rate multiplied by the increase in assessed value of taxable property over the base roll (Stone, 1979). The tax receivable by the Redevelopment Agency is commonly termed the "tax increment", because it is based upon the increment of property value resulting from new development.

The property of the proposed project site in its unimproved state contributes approximately \$25,000 to annual countywide tax revenues. The city presently receives approximately \$700 of this amount.

IMPACTS. The proposed residential housing and Hotel-Conference Center would increase annual public revenues by approximately \$1.4 million. The Redevelopment Agency would receive the real property tax increment of \$825,000 of which 20 percent or \$165,000 would be contributed to the low and moderate income housing program.

Project Feasibility. The profitability of a Hotel-Conference Center, which includes a variety of banquet and meeting rooms with some assorted retail space, depends on existing and future market demand. The factors that measure the market demand for a new facility are: existing hotel convention facility supply, room night demand (one overnight occupied room) by user type, rate equity, and the cost of travel.

Features of existing city hotel-conference facilities, and of the proposed center are presented in Table 21. The existing available hotels with conference facilities provide a total of 1474 units. The proposed hotel and conference facility would add another 500 luxury units as well as conference space for 1500 persons. The proposed Hyatt Hotel would increase the supply of luxury rooms by approximately seven percent.

In 1978 room nights ranged from a low of 309,893 in December to a summer high of 494,969, from a total of 538,010 available luxury room nights. (Total available room nights in 1978 declined from 1,424,230 to 1,063,975 (25%) as a result of hotel demolition.) Tourism growth may be expected to increase room demand by two percent annually, or by approximately 11,000 luxury room nights per year. As shown in Table 22, hotel/motel occupancy levels in the city continue to climb and for 1978 averaged 76.4 percent. It is estimated that convention and conference activities will supply 30 percent of the hotel/motel users. Of the conventions visiting the city, 75 percent arrive from Southern California, approximately 10 percent from the San Francisco Bay Area and the remaining 15 percent from outside these two areas (Hardy, 1979).

Tourism in the region is predicted to grow at or above its historic rate for two reasons: one, the deregulation of air fare which has stimulated domestic travel; and two, the decreased value of the dollar abroad, which has made travel within the United States more desirable. These two factors, as they affect the Santa Barbara Airport, help explain the nine percent growth rate in passenger service since 1971 (Murphy, 1979).

The growth in tourism, increase in occupancy rates, and the recent removal of 25 percent of the hotel stock should ensure profitable operating margins for all hotel/motel operators. Furthermore, assuming a conference of more than 500 participants at the proposed hotel, a room demand spillover would generate a higher occupancy rate for all existing hotel/motel stock. Moreover, any conventions and conferences at the proposed facility would provide some spillover because not all conventioners could afford the luxury rates expected to be charged by the Hyatt Hotel. Therefore, market penetration by the proposed facility would be minimal. The project would have significant potential for creating overflow room demand which would benefit other local

TABLE 21. INVENTORY OF CONVENTION HOTELS: 1978

FACILITY	LOCATION	NUMBER OF UNITS	AVERAGE ROOM RATE	NUMBER OF MEETING ROOMS	CAPACITY OF LARGEST MEETING ROOM (PERSONS)
San Ysidro Guest Ranch	Santa Barbara	85	\$75	1	50
Miramar Hotel	Santa Barbara	210	\$60	5	700
Santa Barbara Biltmore, Marriott's	Santa Barbara	175	\$66	5	375
Mar Monte Hotel & Spa	Santa Barbara	150	\$40	5	330
El Patio Motor Hotel, Best Western	Santa Barbara	60	\$35	1	50
El Prado Motor Inn	Santa Barbara	68	\$35	1	75
El Encanto Hotel	Santa Barbara	100	\$62	4	150
The Sandman Inn	Santa Barbara	120	\$--	1	50
Pepper Tree Motor Inn	Santa Barbara	150	\$45	2	120
Earl Warren Showgrounds	Santa Barbara	---	\$--	6	1500
Santa Barbara Inn	Santa Barbara	100	\$35	2	150
Turnpike Lodge	Goleta	96	\$32	3	100
Holiday Inn	Goleta	160	\$35	5	300

PROPOSED HYATT	Santa Barbara	500	\$55	6	1500
Source: Santa Barbara City and County Chamber of Commerce, 1979.					

TABLE 22. AVERAGE MONTHLY HOTEL/MOTEL OCCUPANCY RATES, CITY OF SANTA BARBARA

HOTEL - MOTEL AVERAGE PERCENT OF OCCUPANCY BY YEAR						
	1973	1974	1975	1976	1977	1978
January	54.2	49.7	58.3	67.1	60.4	65.0
February	65.5	58.4	68.0	66.4	74.8	76.3
March	64.0	56.2	68.0	64.5	75.2	79.6
April	66.0	65.0	64.2	71.2	77.5	72.4
May	61.0	57.0	64.9	67.6	68.4	72.6
June	67.0	71.0	68.8	77.8	78.9	84.2
July	70.5	79.5	83.0	85.3	89.5	88.5
August	86.0	89.0	93.1	91.1	92.1	91.9
September	62.0	68.5	69.5	75.7	79.7	82.9
October	58.0	67.2	63.0	75.6	75.0	80.6
November	50.0	56.0	62.0	66.0	67.8	65.0
December	46.5	51.4	48.7	50.9	59.7	57.6 (incomplete)
Average for year	62.6	63.8	67.6	71.6	74.9	76.4
Source: Santa Barbara City and County Chamber of Commerce, 1979.						

hotels/motels. During low use months, however, the proposed facility may be expected to compete with other hotels in the \$55/night price range (see Table 21).

TABLE 23. ESTIMATED NUMBER OF CONSTRUCTION EMPLOYEES BY PHASE

CONSTRUCTION PHASE	NUMBER OF EMPLOYEES
Condominiums	225
Hotel-Conference Center	225
Subcontracted Workers	70
TOTAL	520

Source: Edwards Pitman, 1978

In 1980, employment of a construction work force of 520 people would generate a payroll of approximately \$9.4 million per year for 18 months.¹ This money would be channeled into the Santa Barbara regional economy.

Operation of the hotel would also create new employment opportunities in Santa Barbara. The Hotel-Conference Center would support a total of 447 employees. Of these, a maximum of approximately 260 full and part time employees would be working the day shift, including a number of part time employees (50 to 60) for large functions. On the swing and graveyard shifts, the number of full time employees would be reduced. Because most of the employees would be service personnel, jobs would mostly be filled by low and moderate income residents and other hardpressed unemployment groups such as teenagers.

Municipal Revenues. The City of Santa Barbara would collect revenues from the following sources affected by the proposed project:

- Retail property tax @ 1% of the market value.
- Bed tax @ 6% of room sales.
- Retail sales @ 6% of gross sales.
- Business license tax.

¹ Average construction worker gross pay calculated at \$18,000 per year.

As shown in Table 24, the bed tax would be the primary source of tax to the city general fund, generating approximately \$450,000 annually. The probable spillover of additional bed tax and sales tax from conferences attracted to the city would further increase the city revenue from the project. In addition, the per capita tax revenue from the condominium residents would generate in excess of \$63,000 to the city, as shown in Table 25.

Because the proposed project falls within the area of the Central City Redevelopment Program, the increment in real property tax revenue generated by the project would go directly to the Redevelopment Agency. As shown in Table 24, this would be approximately \$825,000 annually. A minimum of 20 percent of this amount, or about \$165,000 would be earmarked for low and moderate income housing in the Redevelopment Area (City of Santa Barbara, 1978). It should also be noted that the agency cannot receive an amount in excess of its indebtedness each year. When all loan advances, and indebtedness of the Redevelopment Agency have been paid, the taxes on all taxable property are paid to the respective taxing agencies (Stone, 1979).

The costs of on site improvements would be absorbed by the applicant. The city would receive a one time revenue bonus of approximately \$40,120 in sewer and water connection fees¹. The total revenues generated by the project would be approximately \$1.4 million for local agencies and \$332,500 for the State of California.

Municipal Costs. Table 24a estimates the direct costs to the city which would be caused by the project. The direct project costs would be more than mitigated by the project generated revenues, shown in Table 24. Net revenue to the city in 1982 dollars would be more than 1.3 million dollars.

Indirect, or hidden, costs and benefits to the city are not estimated. Hidden costs could result from the relatively minor increases in city population and attendant need for services. Hidden revenues could result from increased economic activity and tax receipts to the city. Estimates of hidden costs and benefits vary so widely among different sources that no meaningful conclusions may be drawn from further analysis.

¹The water connecting fees are \$150 per condominium and 0.024 per square foot of the hotel.

TABLE 24. SUMMARY OF CITY OF SANTA BARBARA TAX REVENUE FROM THE PROPOSED PROJECT

SOURCE	REVENUE
Real Property Tax ^a	
Unimproved land	\$ 25,000
Hotel-Conference Center Improvements ^b	350,000
Condominium Improvements ^b	500,000
Bed Tax @ 6% ^c	451,000
Retail Sales ^d	
Food and Beverage (5,750,000) @ 1%	57,500
Retail (\$75/square foot) @ 1%	9,000
Business License Tax	
(for \$10 million in sales)	2,500
Per Capita, Condominiums	63,330
	<hr/>
TOTAL ^e	\$1,433,000

^aThe project would contribute \$825,000 to the Redevelopment Agency, depending on indebtedness of the Agency.

^bEarmarked for the Redevelopment Agency.

^c500 rooms at 76 percent occupancy.

^dCity retains one percent of the six percent state sales tax. Estimates of square feet earnings provided by the Hyatt Corporation.

^eRevenue from unimproved land not included.

Source: Earth Metrics Incorporated, 1979

TABLE 24a. DIRECT COSTS AND REVENUES OF THE PROJECT

ITEM	COST TO PROJECT APPLICANT			COST TO CITY OF SANTA BARBARA	
	REVENUES		Capital	Capital (\$K)	Equivalent Annual (\$K)
	Regular Fee	One Time Fee	Expense		
Widen Punta Gorda ¹			X		
Widen Punta Gorda/Milpas intersection ²			X		
Carpinteria Street			X		
Midblock Crosswalk ³				25	2
Park Maintenance ⁴					20
Water System Hookup		X			
Water Consumption	X				
Wastewater System Hookup		X			
Effluent Irrigation System ⁵					3
Fire Protection ⁶				200	
Police Protection ⁷					65
Schools					75 ⁸
TOTAL ANNUAL COST TO CITY OF SANTA BARBARA ⁹					165
TOTAL ANNUAL REVENUE TO CITY FROM PROJECT ¹⁰					1433

TABLE 24a.

Assumptions and Sources

- ¹ One travel lane each direction, curb and sidewalk.
- ² Punta Gorda northbound: left turn lane, right/through lane.
Milpas southbound: right turn lane, left/through lane (Penfield and Smith, 1978).
- ³ Pedestrian actuated stop light, crosswalk.
- ⁴ One person-year, maintenance supplies, water cost, proposed maintenance services included.
- ⁵ Rough estimate based on local funding of necessary off site facilities. On site facilities would be provided by applicant.
- ⁶ One additional ladder truck. Worst case assumption.
- ⁷ 1.5 law officers, support equipment.
- ⁸ McClain, 1979. Fifty school children at \$1500/yr. would cost \$175,000/yr. Refer to Section 3.13.
- ⁹ Worst case estimate.
- ¹⁰ From Table 24. Includes revenue to Redevelopment Agency.

TABLE 25. PROJECTED PER CAPITA REVENUES TO THE CITY OF SANTA BARBARA
GENERATED BY THE PROPOSED CONDOMINIUMS AT FULL DEVELOPMENT

ITEM	AMOUNT PER CAPITA ¹	TOTAL REVENUES
Sales Tax	\$ 71.00	\$31,240
Franchise Tax	2.85	1,254
Utility Users Tax	12.13	5,337
Licenses and Permits	1.33	585
Fines and Forfeitures	3.53	1,553
Revenue from Other Agencies		
Motor Vehicle in Lieu	12.26	5,394
Alcoholic Beverage Control	1.06	466
Cigarette Tax	4.26	1,874
Highway Carriers License Tax	.12	52
Gas, Water, Sewer, Etc.	28.76	12,654
Current Service Charges	6.64	2,921
Total Per Capita Revenues	\$143.94	\$63,330

¹ Per capita revenues are based upon a projected population increase at full development of resident acreage of (200 units) x (persons per unit) = 440 persons.

Private Sector Revenues. Increased tourism usually results in a cumulative flow of income throughout all phases of the employment section. This flow of income is also known as a multiplier. This multiplier is estimated to average 2.75 times the original dollar spent. This means that with gross revenues of \$13 million per year average for three years, the multiplier's effect would result in an additional \$35,750,000 being turned over in the community. This amount generates sales tax and other payroll receipts. The largest portion of the \$13 million per year receipts would go to employees of the Hotel-Conference Center. (Hyatt Corporation, 1979).

Private Sector Costs. Private sector costs would result principally from the growth in population and tourism which would be induced by the project.

Because the population growth induced by the project (see Section 8) would be far less than one percent, inflationary costs on housing and goods cannot reliably be attributed to the project. Increased tourism could similarly inflate the prices of housing and goods. In view of the nationwide inflation trend and such unknowns as energy supply and gasoline, no meaningful assessment can be made of project induced inflation costs to the private sector.

POTENTIAL SIGNIFICANT ADVERSE IMPACTS

None are identified.

MITIGATION MEASURES. Positive fiscal impacts to the city are expected to result from the project. Generated tax revenues to the City Redevelopment Agency would provide approximately \$825,000 per year. Direct annual costs to the city caused by the project would be less than \$90,000. In consideration of the city's and Coastal Act's emphasis upon provision of low to moderate income housing in the coastal zone, imbalance in priorities may be perceived from the proposed 200 high income condominium units. The financial contributions of the project to the Redevelopment Agency are the principal measure by which this impact is mitigated. No other significant fiscal impacts are found that require mitigation measures.

3.13 PUBLIC SERVICES AND UTILITIES

EXISTING SETTING. Major services and utilities that would serve the project establishments include the municipal water, sanitary, fire, and police departments; telephone, gas and electric utilities; and the Santa Barbara Elementary and High School Districts.

Water. Water needs for all the facilities of the proposed project would be provided by the City of Santa Barbara municipal supply. The present water demand for the city is estimated at 13,500 acre feet per year (AFY), with an average annual supply of 16,900 AFY (Hopkins, 1979). By the year 2000, Santa Barbara is expected to have a municipal water demand of 19,000 AFY. A large portion of the increase in water demand will occur at one time, when responsibility for supplying the Las Positas area (existing demand of approximately 1100 AFY) is transferred to the City of Santa Barbara from Goleta Water District. At the average rate of growth, including Las Positas, demand in Santa Barbara could equal presently available supply (Jameson Lake, Lake Cachuma entitlement, Gibraltar Reservoir, groundwater) in about eight years. It will be necessary before that time to provide supplementary water supply to the city (Hopkins, 1979).

Wastewater Service. The City of Santa Barbara Wastewater Treatment Plant, located immediately north of the project site across the railroad tracks, has a capacity of 11 million gallons per day (mgd). The present dry weather wastewater flow is approximately 8.5 mgd, leaving an average surplus capacity of 2.5 mgd. The plant provides secondary treatment and discharges effluent to the ocean through a one and one half mile outfall. The plant and outfall were improved in 1978 (Hopkins, 1979).

Fire Protection. The Santa Barbara City Fire Department currently employs 98 firefighters. This number is considered adequate for the present city population (Peterson, 1979). At the present time the East Beach area has significant difficulties with fire protection services. The closest fire station is at 701 East Haley, providing an estimated response time of as much as 10 to 12 minutes to the project area during peak traffic periods. The second engine response time would probably be 13 to 14 minutes (Peterson, 1979). The fire

station is planned for relocation, preferably to the Milpas Street, U.S. Highway 101 interchange area. From this location, response time to the project site would be within limits acceptable to the fire department for response to an emergency. This proposed relocation is not definite at this time. The estimated cost of moving the fire station is \$175,000. The city ladder truck is a 1958 model and the fire department does not have an adequate reserve truck. A proposed city ordinance considered by the Santa Barbara City Council will not allow the construction of any new structures in Santa Barbara with an estimated fire water flow requirement greater than 4000 gallons per minute (Peterson, 1979).

Police Protection. The City of Santa Barbara Police Department headquarters is located at 275 East Figueroa Street. A total of 116 officers are currently employed by the Department. The present level of police protection is adequate (Thompson, 1979).

Telephone Service. Telephone services in the City of Santa Barbara are provided by the General Telephone Company. There are two existing access lines on the project site and a third possible feed line along Milpas Street. Both of the existing telephone lines on the project site are aerial (Mansfield, 1979).

Utilities. Electric service is supplied in the City of Santa Barbara by the Southern California Edison Company. There are several access easements existing on the property at the present time (Nunes, 1979).

Gas service is supplied by the Southern California Gas Company. There are also existing gas line easements on the project site (Crehger, 1979).

Schools. The project site is within the Santa Barbara Elementary and High School Districts. both the elementary and secondary districts are currently in a period of declining enrollment and several elementary schools are planned to be closed (McClain, 1979).

IMPACTS. Public services, utilities, and districts in the city are evaluated to determine whether (1) additional facilities would be required to serve the project, and (2) whether the project would significantly affect the useful life of public works and resources.

Water. The project site would be served by three southeastward running 12 inch mains, with an eight inch main loop along Cabrillo Boulevard. A complete water main loop around the total project is proposed in the preliminary site plan (Edwards-Pitman, 1978). All water mains would be constructed as public mains in easements to the City of Santa Barbara. Individual meters would be provided to each unit in the condominium development. Several large meters would serve the conference center. There would also be several meters serving irrigation only. Fire hydrants would be spaced at approximately 500 feet. Exact locations are subject to final approval by the city fire department. Connection to automatic interior fire sprinklers would also be added for the conference center.

Average project water demands as estimated by Penfield and Smith Engineers (1978) are summarized in Table 26. The estimated water demand of 192 to 210 AFY would utilize slightly over one percent of the water available to the city in an average rainfall period. Proposed use of treated wastewater effluent for irrigation would reduce the total water demand by a maximum of 40 AFY. Reclamation facilities are not presently available.

TABLE 26. ESTIMATED WATER DEMAND OF PROPOSED FACILITIES

FACILITIES	GALLONS PER DAY (AVERAGE)	WATER DEMAND MILLION GALLONS PER MONTH (AVERAGE)	ACRE FEET PER YEAR
Hotel-Conference Center ¹	112,500	3.42	126
Condominiums ²	24,000 to 39,000	0.73 to 1.19	27 to 44
Landscaping ¹	35,000	1.07	39
Total	167,000 to 183,000	5.10 to 5.59	192 to 210

¹ Penfield and Smith, 1979; Metcalf and Eddy, 1974.

² Upper limit based on 75 gallons per capita per day, 2.6 persons per unit (Earth Metrics, 1979).

At present, water demand to the city water utility is projected to increase each year by more than 260 AFY. At this rate, demand would equal the presently

available supply between the years 1985 and 1990. The project would have a significant impact on the city water supply. The estimated project water demand represents 5.6 to 6.0 percent of the city's current surplus water supply (Las Positas area not included). Considering the 1100 AFY demand from addition of the Las Positas area, the project would consume 8.3 to 9.1 of the current surplus. In terms of the average yearly increase in city demand of 260 AFY, the project would represent 73 to 80 percent of one year's increase in water demand.

The fee for connection to the municipal water supply would be \$150 for each condominium and 0.0240 dollars per square foot for the Hotel-Conference Center. Total initial revenue to the Santa Barbara Water District would be \$36,240.

Wastewater. The project site is near the City of Santa Barbara Wastewater Treatment Plant, and 18 inch and 24 inch trunk sewer mains exist along Punta Gorda Street and Cabrillo Boulevard. This trunk line is very deep with the flow line varying from elevation minus 9.0 \pm to plus 1.3 \pm . Penfield and Smith Engineers (1978) believe this trunk line could adequately serve the project. Flow measurements currently being made by the city as part of an infiltration study could be used to check the capacity. Plumbing facilities to be constructed in the underground garages would be served by gravity sewers to the deep trunk line in Cabrillo Boulevard.

Penfield and Smith Engineers have estimated that the sewage flow generated by the project would approximately equal the domestic water use as follows:

FACILITY	WASTEWATER FLOW (Gallons per day)
Hotel-Conference Center	112,500
Condominiums	24,000 to 39,000 ¹
Total Project	136,500 to 151,500 ¹

¹ See assumptions on previous page

This volume of wastewater would represent approximately six percent of the unused 2.5 mgd capacity of the treatment plant.

The Santa Barbara Water Resources Division is investigating the feasibility of reclaiming a portion of the treatment plant effluent for landscape irri-

gation. The proximity to the treatment plant would enable the proposed project to purchase treated effluent when it is implemented (Edwards-Pitman, 1978).

Fire Protection. Fire hydrants would be installed on the project site by the project developer, and would be subject to final approval of the city Fire Department. Hydrants would be spaced in the project area at distances of 500 feet. Implementation of the proposed project would increase the necessity for relocation of the fire station at 701 East Haley Street to a point closer to the East Beach area.

Estimated fire flow requirements were computed by Penfield and Smith Engineers (1978) to be 6500 gallons per minute for the Hotel-Conference Center. This fire flow requirement would be in conflict with the proposed city ordinance limiting the allowable fire flow requirement to 4000 gallons per minute. The Fire Department indicates that fire flow requirements for the complex can be reduced from the Penfield and Smith estimates to the 4000 gpm maximum by provision of a more extensive sprinkler system, use of fire resistant materials and appropriate placement of fire walls (Peterson, 1979). Because such provision would be required prior to granting of a building permit, this impact is not considered significant. Additional fire department personnel probably would not be required to serve the proposed project but additional equipment might be necessary. Depending on the configuration at the final project design, it is possible that the city would need to provide an additional ladder truck, placing the 1958 model truck in a reserve status. The cost of a new ladder truck is estimated to be approximately \$200,000 (Peterson, 1979).

Police Protection. Because of the increase in population and traffic created by the proposed project, it is estimated that at least one and most probably two additional officers would be needed to maintain an optimum per capita ratio of police department personnel (Thompson, 1979).

Telephone. Telephone service would be supplied to the proposed project from several existing access lines. The city would require the telephone lines to be underground if the project is implemented. The cost of any improvement of facilities would be borne by the developer (Mansfield, 1979).

Utilities. The estimated energy requirements of the project are within parameter of projected gas and electrical load growth. Provided that there are no unexpected outages of supply, both gas and electrical energy requirements for the proposed project could be met (Crehger, 1979; Nunes, 1979).

Electrical demands in Santa Barbara are expected to increase annually, and if plans to proceed with future construction of new electrical generating facilities are delayed, the ability to serve all customer loads during peak demand periods could become marginal by 1981 (Nunes, 1979).

Schools. The condominiums would support an estimated maximum of 50 school children, assuming 0.25 children per unit (Burchell and Listokin, 1978). Because of declining enrollment in the school district, a reorganization of the district is currently being formulated. It is not known at this time which school children living in the condominiums on the project site would attend. However, children residing in the condominiums are expected to be accommodated by the school district with no additional needed costs or facilities (McClain, 1979). (Although the immediate cost would appear nominal, average school costs per child may be approximated at \$1500 yearly (Orr, 1979) for a worst case school cost of \$75,000 per year.)

POTENTIAL SIGNIFICANT ADVERSE IMPACTS

1. The project would consume 192 to 210 acre feet of water per year. The city faces a water shortage within the next ten years if new supplies are not developed.
2. The proposed project would have a fire flow requirement in excess of the 4000 gallon per minute maximum allowed by a proposed city ordinance.
3. *The project would create a demand for one or two additional police officers. The potential for increased crime may be created because of the high occupancy characteristics of the project.*

MITIGATION MEASURES

1. The water consumption of the Hotel-Conference Center, condominiums and landscaping can be reduced by the following:
 - 1a) Install water conserving fixtures in toilets, showerheads, washing machines, and sink faucets. Santa Barbara County Ordinance 2948 sets the

following maximum flow rates for plumbing fixtures in all new developments:

Toilet	3.5 gallons per flush
Urinals	3.0 gallons per flush
Residential faucets and shower heads	3.0 gallons per minute
Non residential faucets	4.0 gallons per minute

The county conservation ordinance requirements are estimated to result in a 15 percent reduction in water consumption of residential developments. For the project buildings, which would be designed with water saving devices meeting these criteria, no additional water savings would be expected from the demands indicated in Table 25.

1b) The water consumption of the proposed project can be further reduced beyond the county requirements by using:

- Shower and faucet fittings with 1.5 gallon per minute maximum flow rate.
- Automatic flow reduction of hot water in showers after continuous use for a set period.
- Water conserving dishwashers equipped with soft food mulchers to save rinse water.

Other possibilities include:

- Special vacuum toilets (2 pints per flush).
- "Miniuse" showers ($\frac{1}{2}$ gallon per minute flow rate).

Use of these additional water saving devices could reduce water consumption of the proposed buildings by five to 15 percent (ten to 25 acre feet per year).

1c) Landscape with drought tolerant vegetation. This could reduce landscaping water demand by as much as 50 percent (reduction of 20 acre feet per year). Water sprinklers should not be operated between 9:00 a.m. and 5:00 p.m. in the summer season.

1d) Reclaimed wastewater, if made available for purchase, would be used for landscape irrigation. This could eliminate the proposed project's landscape water demand on the city water supply. It could provide an annual savings of 39 acre feet.

The water demand of the proposed project could also be decreased by reducing the size of the project. The following water demands would result from a reduction in project size.

	Expected Water Demand (AFY)	Reduction in Demand (AFY)
300 room hotel	92.0	
100 condominiums	13.5	
Landscaping	47.5	
Total	153.0	39.0
300 room hotel	92.0	
No condominiums	0.0	
Landscaping	56.0	
Total	148.0	44.0

2. The following mitigations are recommended to alleviate impacts on fire protection resources.

2a) The proposed buildings must be designed and constructed to have a required fire flow, based on the Insurance Services Office Guide Criteria, of 4000 gallons per minute or less. This could be accomplished by: increasing the capacity of the sprinkler system, using fire resistant building materials, and reducing the size of the buildings or the amount of undivided open space. This would be a full mitigation.

3. An adequate in house security system and personnel should be provided by the applicant.

4. EFFECTS DETERMINED TO BE OF MINIMAL OR OF NO SIGNIFICANCE:
SETTING, IMPACTS, AND MITIGATION

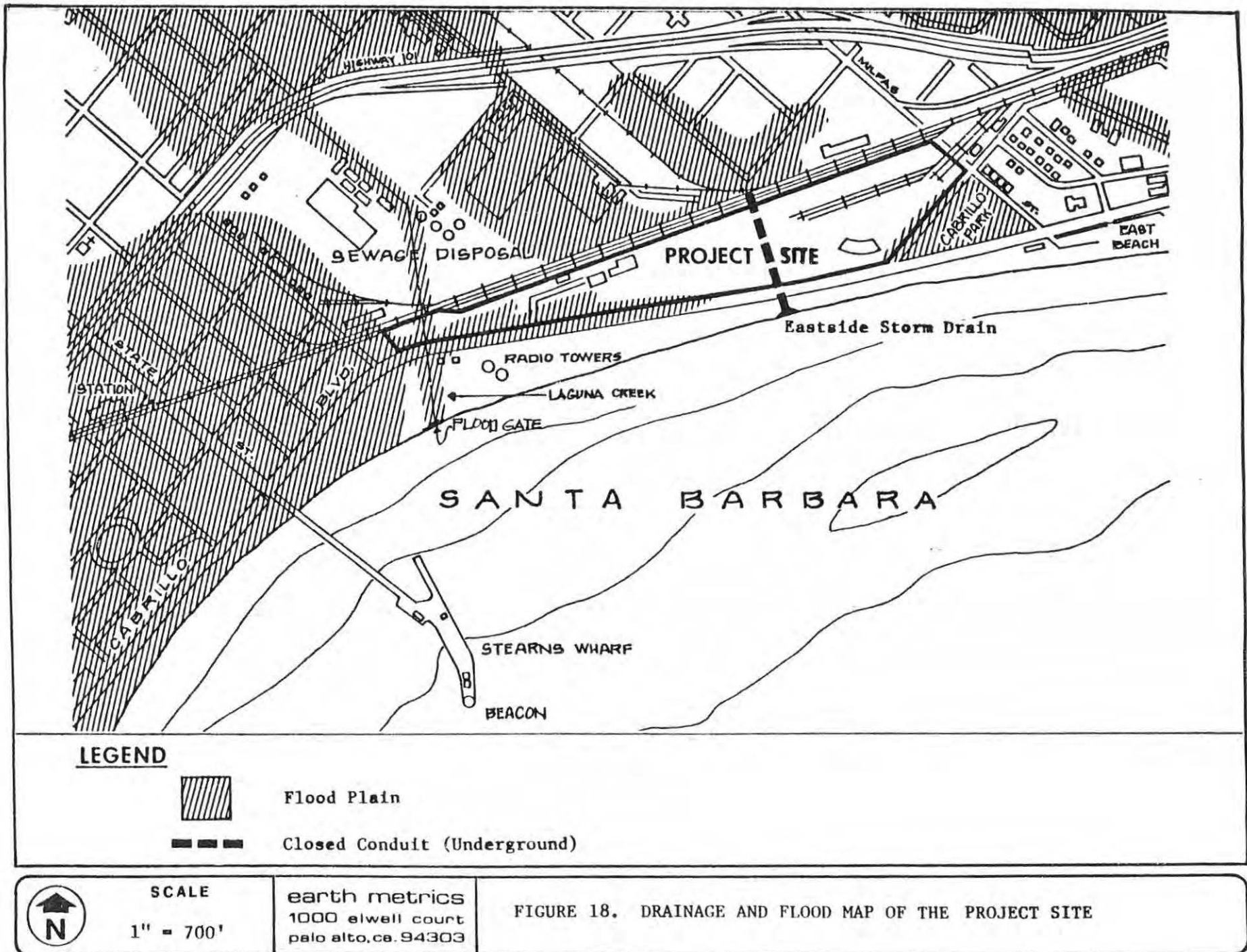
4.1 DRAINAGE AND WATER QUALITY

EXISTING SETTING. The proposed project is located on a watershed 1600 acres in size lying between Mission Creek and Sycamore Creek and draining directly into the Pacific Ocean. This small basin, which largely encompasses an old estuary covered with landfill, has a low lying, gently inclined topography with an average slope of 0.008 percent. The basin is drained by Laguna Creek, located approximately 700 feet west of the intersection of Carpinteria Street and Cabrillo Boulevard, and by the Eastside Storm Drain, which crosses through the central portion of the project site (see Figure 18).

Laguna Creek discharges storm water to the ocean at the Central Pumping Station operated and maintained by the City of Santa Barbara. The existing pumps have a capacity of 200 cubic feet per second, with additional capacity provided by tide gates.

The Eastside Storm Drain is a ten foot by five foot reinforced concrete box culvert that crosses through the center of the project site underground. The drain operates as a pressure conduit, in the lower section, and has a capacity of 493 cubic feet per second. The drain was constructed in 1977 and is designed to drain runoff from 630 acres of Santa Barbara's Eastside downtown area for the ten year frequency storm. Flows from storms of higher intensity cause ponding in low lying areas on the north side of U. S. Highway 101. These areas drain over the space of several hours through the Eastside Storm Drain.

The outlet end of the Eastside Storm Drain is located just south of Cabrillo Boulevard (Figure 18) and is provided with a protection barrier gate that closes during no flow and keeps sand from entering the drain. The outlet is designed to clear the sand, which can block the opening of the gate, by a flow spout over the top of the gate. This flow spout operating from a build up of pressure in the drain erodes the sand from the outlet area, allowing the gate to open. There is, therefore, a build up of pressure in the drain until the outlet is clear.



When the outlet is blocked, the flow pressure could build up until water escaped out the access shaft of the drain at approximately Elevation 9.0 msl. When the outlet is clear, the hydraulic grade line near Cabrillo Boulevard is approximately Elevation 5.4 msl.

In addition to the Eastside Storm Drain, an 18 inch storm drain exists on Milpas Street. Also several catch basins and short storm drains exist along Cabrillo Boulevard which, according to the project engineers, do not drain properly because of blocked outlets and silted pipes (Penfield and Smith, 1979).

Surface Drainage. The project site presently has a westerly slope with an elevation that ranges from approximately 12 feet at Milpas Street to five feet near Carpinteria Street. No drainage channels or structures exist on the project site at present and storm water generally ponds on flat areas at the property.

Groundwater. Potable groundwater occurs in the unconsolidated deposits of the Santa Barbara coastal plain. The water bearing strata are the Quaternary Alluvium, the Casitas Formation and the Santa Barbara Formation. Consolidated rock of Tertiary Age underlying these formations also contains water in fractures and in sandstone beds, but is not an important source of groundwater.

Recent soil borings performed on the project site indicate that groundwater levels are very close to the ground surface. Water was encountered in the soil borings at depths of two to eight feet below the surface. Groundwater flow rates at the project site are very low because of a low hydraulic head gradient and because the underlying soil is composed to a large extent of clays, silts, and silty sands of low permeability (Leroy Crandall & Associates, 1979).

Water Quality. Most groundwater in the Santa Barbara area is suitable for ordinary domestic and industrial uses. However, water from wells adjacent to the ocean has a total dissolved solids content of 1000 to 12,500 parts per million (ppm), which is excessively saline for most needs.

Saltwater intrusion has occurred since 1900 as a result of static groundwater levels near the coast falling below sea level. The intrusion is not extensive and seems to be limited to shallow aquifers directly adjacent to the coast. Available data suggest that no direct horizontal migration of seawater can

take place in deeper aquifers because of an offshore fault that serves as an effective saltwater barrier. No data are available on the quality of groundwater on the project site. However, considering the proximity of the project site to the sea and the fact that until recently the area was a tidal marsh, groundwater in at least the shallow deposits is probably brackish.

Flood Hazard. Although the downtown Santa Barbara area has had a history of flooding, the project site is not in a flood prone area. A map prepared by the federal Housing and Urban Development agency (HUD) for the city indicates that the proposed site would not be within the 100 year flood plain (Figure 18). Flooding would occur on the project site area under existing conditions only in the low lying area next to Carpinteria Street, in Punta Gorda Park, and to some extent along Cabrillo Boulevard.

Tsunamis. The two largest tsunamis known to have been generated on the western coast of the United States formed in the Santa Barbara Channel. The 1812 earthquake is reported to have flooded the lower part of downtown Santa Barbara with waves of 15 feet height, but this has not been substantiated. The 1927 shock of Point Arguello caused waves at least six feet in height. Other than these two cases no tsunamis have been generated by seismic activity in the Santa Barbara Channel during historic time. (Hamilton et al, 1969)

Effects of tsunamis generated by distant earthquakes have been limited in Santa Barbara to a rise of a few feet in sea level. It appears that the magnitude of an earthquake necessary to generate a tsunami within the Santa Barbara Channel must exceed 6.5, and the potential for a severe tsunami would begin with a magnitude greater than 7.5 (City of Santa Barbara Seismic Safety Element).

IMPACTS.

Surface Drainage. The proposed project plan calls for the construction of residential units, streets, and other impervious surfaces on portions of the project site. This construction would result in a nominal increase in storm water runoff. A network of underground pipes that would discharge to the Eastside Storm Drain would greatly improve the drainage at the project site. The storm drainage pipes would be designed for full flow and to maintain a hydraulic grade line below the ground surface during a peak flow resulting

from the 25 year frequency storm (0.67 cubic feet per second with a concentration time of 12 minutes). Three areas of low elevation, the tennis courts, Punta Gorda Park, and Cabrillo Boulevard, would not maintain a hydraulic grade line (water surface) below the ground surface during such high peak flow. Drainage lines constructed for these areas would be equipped with flapgates to prevent backflow. Water would pond on these areas during peak flow events of 25 year intensity or greater, until the hydraulic grade line lowers (Penfield and Smith, 1979).

The area immediately adjacent to Milpas Street would drain down Milpas Street. Carpenteria Street and a small adjacent area would also drain down Carpenteria Street to an existing catch basin.

Groundwater. The proposed project's plans call for the construction of underground parking facilities with finished floor elevations two to four feet above mean sea level. To prevent groundwater from exerting hydrostatic pressure on the underground foundation, gravel drains are planned on the outside of foundation walls and below the foundation slab. Groundwater would drain through the gravel to an elevation one foot below the garage finished floor elevation. The water would then flow to a sump where it would be pumped to the Eastside Storm Drain. Final elevation of the groundwater level beneath the project site would be one to three feet above mean sea level. The estimated volume of water required to be pumped would be 150 gallons per minute or 0.35 cubic feet per second (Van Beverin, 1979).

A slight zone of depression in the groundwater level may develop along the outside of foundation walls but the project's plan would not have any effect on groundwater levels in areas surrounding the project site.

Water Quality. Pollutants of automotive origin, such as tire particles and petroleum products, would be washed from roadway surfaces on the project site during the rainy season. This surface runoff would contribute to an incremental and insignificant increase in the volume of urban runoff pollutants carried into the ocean by runoff from existing roadway surfaces in Santa Barbara.

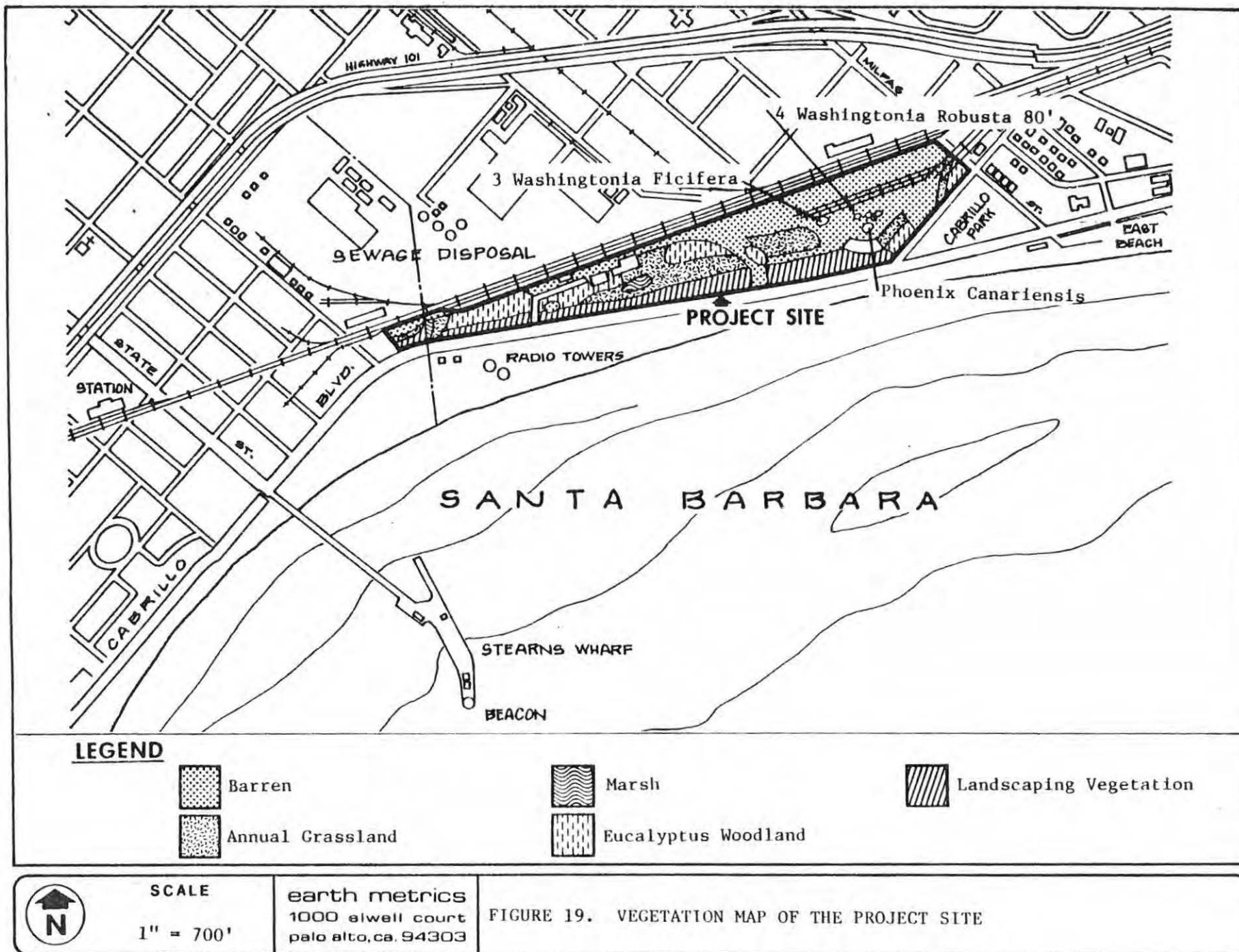
The proposed project's plans for the underground parking facilities would not have any significant adverse effects on the groundwater quality beneath the project site. Final groundwater elevations would be above mean sea level. Even if seawater intrusion does occur in this area, the already brackish shallow groundwater has no beneficial uses, and deep groundwater aquifers would not be affected.

EXISTING SETTING. The 32.35 acre project site is a disturbed habitat, primarily consisting of annual grassland, eucalyptus woodland, and barren urban land. Maps contained in the Santa Barbara County Conservation Element (1979) indicate that the project site does not contain an unusual or delicate habitat area.

Prior to European arrival at Santa Barbara, the western portion of the site was a large, low lying wetland, a habitat typically of high value to wildlife. The central and eastern portions comprised a contact zone between sandy beach and flood plain which separated two major estuaries (Craig, 1979). Subsequent filling and canalization reclaimed almost all of this land for various urban uses, thereby significantly reducing its wildlife habitat value. Current disturbances to the habitat value of the site are related to adjacent railroad, industrial, residential, and recreational uses and on site industrial and commercial uses. Disturbances include: increased noise, blockage of migratory corridors for terrestrial wildlife by surrounding development, compaction of soil and destruction of vegetation resulting from the movement of heavy vehicles on the site, the presence of predatory domestic pets, and the general proximity of intense human land uses.

Vegetation. Appendix D lists plant species observed on the site during a brief site reconnaissance of January 22, 1979. The existing vegetation may be categorized into the following habitat types: annual grassland, eucalyptus woodland, landscaping vegetation, freshwater marsh, and barren land. Figure 19 indicates the locations of these habitat types on the site.

Trees are the major elements of the eucalyptus woodland and landscaped areas. A survey of the project site performed for the Santa Barbara Central City Redevelopment Plan (CCRP EIR, 1978) indicated that the following significant trees exist on the project site: blue gum eucalyptus located north of Cabrillo Boulevard, assorted specimens north of the roundhouse and palms south of the Southern Pacific right of way.



The landscaped areas on the site primarily consist of a row of trees and shrubs along Cabrillo Boulevard, largely screening the site from the roadway. Species composing the screen include: eucalyptus (Eucalyptus spp.), cypress (Cupressus spp.), casuarina (Casuarina spp.), acacia (Acacia spp.), melaleuca (Melaleuca spp.), and myoporum (Myoporum spp.). Rows of eucalyptus trees also extend along the northwest and southeast portions of Punta Gorda Street. Within the interior of the site, there are three California fan palms (Washingtonia filifera) approximately 30 feet in height and four Mexican fan palms (Washingtonia robustus) approximately 80 feet in height, which probably had previously been planted for landscaping purposes. There are scattered occurrences of the Canary Island date palm (Phoenix canariensis). Good specimens of the palms, cypress, casuarina, eucalyptus, and melaleuca are present on the site.

Eucalyptus trees are the most abundant trees on the site. A mature, fairly pure stand of eucalyptus trees occurs immediately west of Carpinteria Street. Smaller clumps and rows of eucalyptus are scattered within the interior of the site as shown on Figure 19. The widely introduced eucalyptus thrives in California: most trees on site appear to be in healthy condition. In denser stands, the trees are accompanied by a sparse understory of annual grasses and herbs; where trees are more widely spaced, there is a denser understory.

In open areas where there is no vehicle travel, annual grasses and herbs are established. Introduced grasses and herbs indicative of a disturbed habitat are abundant. Common species include: wild oats (Avena fatua), brome (Bromus spp.), mustard (Brassica spp.), white melilot (Melilotus albus), mallow (Malva spp.), wild radish (Raphanus sativus), filaree (Erodium spp.), and chickweed (Stellaria media). Annual grassland generally has a low sensitivity to disturbance and relatively quick recovery time. In lower, wet areas sedges indicative of a marsh habitat are established. Marsh has a high sensitivity to disturbances and takes five to ten years to recover (City of Santa Barbara, 1979).

Barren areas, as shown on Figure 19, primarily include the locations of buildings and railroad tracks, where heavy vehicles have compacted and denuded the surface, foot paths, and lumber storage areas. Little or no vegetation occurs in these areas.

Wildlife. No detailed survey of the wildlife resources of the site has been performed. However, the site is of low habitat value to wildlife because of the disturbances related to the surrounding urban environment and the predominance of introduced plants of relatively low food value on the site. Appendix E lists fauna expected to utilize the project site. These species are relatively common in occurrence, tolerant to human land uses, and have been known to thrive in an urban environment, eucalyptus woodland and/or disturbed grassland. A variety of common birds, small mammals, reptiles, and amphibians (in wet areas) probably inhabit the site.

Rare and Endangered Species. No occurrences of rare or endangered plants have been recorded within the project area (Griggs, 1979). Furthermore, no rare or endangered plants are expected to occur on the site because of the disturbed nature of the site as indicated by the abundance of intrusive grasses and herbs.

Several rare or endangered birds occur in the City of Santa Barbara vicinity; these species are shown in Table 27.

TABLE 27. RARE AND ENDANGERED WILDLIFE IN THE CITY OF SANTA BARBARA

SPECIES	STATUS/FEDERAL +/-or STATE DESIGNATION
American peregrine falcon (<u>Falco peregrinus anatum</u>)	Endangered - federal and state
Southern bald eagle (<u>Haliaeetus leucocephalus</u> <u>leucocephalus</u>)	Endangered - federal and state
California brown pelican (<u>Pelicanus occidentalis</u> <u>californicus</u>)	Endangered - federal and state
California least tern (<u>Sterna albifrons brownii</u>)	Endangered - federal and state
Light footed clapper rail (<u>Rallus longirostris levipes</u>)	Endangered - federal and state
Belding's savanna sparrow (<u>Passerculus sandwichensis beldingi</u>)	Endangered - federal and state
Black rail (<u>Laterallus jamaicensis coturniculus</u>)	Rare - state

It is possible that one or more of these species may visit the project site. However, the site does not support the preferred type of habitat for any of these species (City of Santa Barbara, 1979). Furthermore, the disturbed nature of the project area should tend to discourage these species from visiting the site. Therefore, the probability of encountering a rare or endangered bird on the site is considered low.

IMPACTS. Construction of the proposed hotel, conference center, condominiums, and tennis courts would entail the filling and grading of approximately 32 acres of the project area. The natural habitat within this area, approximately 15 acres, would largely be removed and replaced by the proposed structures and landscaping. The proposed Chase Palm Park expansion of 2.76 acres would probably remain in its existing natural state, though landscaping may be established: no detailed plans are available for this area.

Vegetation. Filling and grading activities would remove most of the vegetation on the interior portion of the project site. Vegetation along Cabrillo Boulevard would be thinned. Where buildings, roadways and other impervious surfaces are to be established, plant habitat will be permanently lost. However, this is not a significant adverse impact since the plants to be affected are generally common, often introduced, and not unique or of particularly high habitat value to wildlife.

Landscaping will reestablish some habitat value of the site. No detailed landscaping plan for the project has been prepared at this preliminary stage of development. However, the project proponent has developed a tree retention plan and indicated the general types of plants to be used in landscaping (Edwards-Pitman, 1979). The project applicant proposes to save and maintain the existing attractive and healthy trees in the Chase Palm Park expansion area and along Cabrillo Boulevard. The proposed park expansion area contains the largest stand of eucalyptus trees, although the number of these trees to be preserved is not known at this time. The Tree Retention Plan indicates that several cypress, casuarina, melaleuca, and a eucalyptus would be saved along Cabrillo Boulevard. Seven large palms (30 to 80 feet in height) that exist in the eastern, interior portion of the site would be relocated to the area along Cabrillo Boulevard: Relocation of these trees is feasible, if properly carried out (Gress, 1979). Despite tree retention plans, probably many of the eucalyptus trees in the interior of the site and various trees along Cabrillo Boulevard would be removed: though these trees may represent good specimens of

their species, they are generally not of high habitat value. Eucalyptus trees grow relatively fast and could be reestablished, though falling limbs may cause a hazard if trees are situated near buildings.

The project proponent has indicated that trees, flowering shrubs and vines, and flowers would be established within the development. The project proponent recommends the following drought resistant, introduced plants for landscaping purposes: bougainvillea, oleander, agapanthus, lantana, agave, cup of gold vine. These species are appropriate for this climate type and should thrive on the site. However, native plants are typically of higher habitat value to wildlife than introduced plants.

Wildlife. The removal of vegetation and replacement by man made structures will reduce food and cover available for wildlife. The number of wildlife will decrease on the project site through mortality or displacement to surrounding habitats. However, the site is currently of relatively low habitat value: it is expected that predominately common species which are tolerant of human activities will be affected. Habitat for amphibians will largely be removed by filling in areas where ponding occurs. Small mammals will also be affected by destruction of burrows and reduction of available range. Current nesting and perching sites that possibly exist on the site for birds may be removed when trees are taken out: however, landscaping trees and shrubs will reestablish some of this habitat.

Surface runoff from the site will be directed towards the Pacific Ocean through a culvert in the central portion of the site. Storm runoff will result in a minor, incremental increase in pollutants, such as heavy metals, oils, pesticides, fertilizers, and suspended solids, contributed to the ocean. However, increased water pollutant levels would not increase sufficiently to impair near-shore marine life.

Rare and Endangered Species. No rare or endangered plants or animals would be affected by the project construction or long term use.

MITIGATION MEASURES. The following measure is recommended to increase the compatibility of the proposed project with the surrounding coastal environment:

- Utilize drought resistant, native plants for landscaping purposes. Native plants often require fewer pesticides and fertilizers and are of higher habitat value to wildlife than introduced species. Species appropriate for landscaping in Santa Barbara are listed in the leaflet of the Santa Barbara Botanic Garden, entitled "Native Plants for Southern California Gardens", Volume 1, Number 12 (1969), by Dara, Emery and Jacqueline Broughton.

5. CUMULATIVE IMPACTS

The proposed Park Plaza Project would have the following cumulative impacts on the City of Santa Barbara and the waterfront area.

CIRCULATION AND PARKING. Section 3.3 and the draft WATS report identify the cumulative circulation impacts of the project:

- The project would increase weekend peak hour traffic volumes on Cabrillo Boulevard by about ten to 25 percent (depending on the relative proportions of project traffic using Milpas or Cabrillo Boulevard to access the CBD). Roadway level of service (i.e., headway, travel time) would not be significantly affected by increased traffic alone (see qualification below). This is because the roadway capacity would sufficiently accommodate the predicted increase while still maintaining an A level of service.
- Provision of a midblock pedestrian crosswalk on Cabrillo Boulevard may be necessary to mitigate pedestrian/vehicle conflicts. This could lower the roadway capacity by approximately 25 percent. The lowered capacity, without project related vehicle traffic, would still allow the roadway to operate at level of service A during peak periods. With the project induced vehicle traffic and a new crosswalk, peak hour level of service B (operating speeds restricted somewhat, reduced headways, slightly longer travel times). A further increase in peak hour volume of more than 400 vehicles could reduce level of service of the roadway to C (speeds and maneuverability more closely controlled by traffic flow. This increase could result from the following: Based on WATS trip distributions, new developments in the waterfront area:
 - o harbor expansion
 - o Stearns Wharf redevelopment
 - o City College expansion
 - o Transportation Center
 - o West Beach buildout

- o State Street to Santa Barbara Street redevelopment

With the project and a new crosswalk, peak hour roadway level of service could be reduced to D (approaching unstable flow, little maneuverability, speeds are considerably controlled by traffic flow) with development of:

- o harbor expansion
- o Stearns Wharf redevelopment
- o Stearns Wharf redevelopment or harbor expansion
- o City College expansion
- o Transportation Center
- o State Street to Santa Barbara Street buildout
- o Stearns Wharf redevelopment or harbor expansion

Cumulative impacts upon weekday peak hour level of service on Carbrillo Boulevard would be slightly less severe than on Sundays, but would not vary noticeably from impacts described above.

- Existing congestion during peak traffic hours on several at grade intersections with U.S. Highway 101 would be worsened by project traffic, particularly the intersections at Santa Barbara Street, Anacapa Street, State Street, and Chapala Street. These effects may be mitigated if (1) project generated traffic uses Milpas Street as the main access route to the central business district; (2) freeway improvements are made as recommended in the draft WATS report and the CALTRANS Environmental Impact Statement on the Cross-town Freeway; (3) implementation of other proposed projects in the

city and the waterfront area is staged in accordance with the criteria set in the draft WATS report, as discussed below.

The cumulative impact of this and other proposed projects in the waterfront area is complex and evaluated in Table VIII-2 of the draft WATS report (1979). This table is a decision matrix that assigns deficiency points to each proposed project. A total of 100 deficiency points would significantly aggravate effects upon freeway intersections. The project is assigned 30 deficiency points, indicating that, in general, several of the planned developments could take place before adversely affecting local intersections by diversion of traffic from the freeway.

Full development scenario of proposed and envisioned projects in the Waterfront Area would be quite serious. This would include the City College Expansion, Harbor Expansion, West Beach buildout, Hotel-Conference Center, Mixed Light Industrial Park, Stearns Wharf, Clarke Estate, State to Santa Barbara Street Redevelopment Area, and the Transportation Center. The WATS report concludes that a total of 167 deficiency points would accumulate (a total of 100 would have significant adverse effects on local roadways and U.S. 101 interchanges). Total buildout is not likely for at least ten years, more likely 15 to 20 years. The final specifications and scale for each project would change within constraints existing at the time of development. A development scenario which could be realized within ten years would include Harbor Expansion, partial West Beach buildout, the Hotel-Conference Center, partial Fixed Light Industrial Park development, Stearns Wharf and partial development of the State and Santa Barbara Street area. These projects total approximately 125 deficiency points.

Development of the Crosstown Freeway would act to reduce these impacts, *but is beyond the control of the city or the applicant.*

The recommended Alternative WR for Crosstown Freeway construction would reduce local roadways and U.S. 101 traffic substantially. With uncertainty in the final freeway configuration and the timing of completion, however, it is reasonable to assume that many of the cumulative traffic impacts will be felt before freeway construction is completed.

- The waterfront area cumulative parking need would be increased by about 100 spaces with elimination of existing, informal parking on Carpinteria Street. A buildout of proposed projects would create a parking deficiency of about 2000 to 2400 parking spaces on Sundays and 1500 to 1800 spaces on weekdays (De Leuw Cather, 1979). In the absence of new parking areas or vehicle controls, these deficiencies would greatly exacerbate existing parking problems.

VISUAL AND AESTHETIC CONCERNS. The cumulative impact of the project upon waterfront scenic and visual resources is discussed in Section 3.4. In general:

- The last undeveloped section along the East Beach area would be replaced in part by an urban development. However, the development would offer visual amenities of its own, which would somewhat compensate for this partial loss of existing scenic resources.
- With realistic waterfront development over the next ten years, use intensity would increase and offset the quality of visual and aesthetic resources in the waterfront area. The severity of these offsets is dependent upon site specific plans and the effectiveness with which increased user populations are distributed throughout the waterfront area.

RECREATION. The proposed development would affect the coastal recreational resource in the waterfront area by making East Beach somewhat more of an attraction. However, no appreciable change in the proportion of recreational use received by respective beach areas would be expected in view of the size

of the project as compared to the total beach area along the waterfront. Increased tourist and resident use of the waterfront area over the next ten years will increase recreational demands for space.

HOUSING. The project would have the following effects upon the citywide housing stock:

- The supply of upper income housing in Santa Barbara would be increased by 200 units.
- The tax increment monies derived from the project would provide approximately \$165,000/year to aid in establishing low and moderate income housing within the Redevelopment Area, but not within the coastal zone.
- The optional 36 senior citizen condominiums, if fully provided by the developer, would provide approximately one half percent of the city's current unmet need for adequate low and moderate income housing.
- Between 60 and 100 units could be needed to house employees attracted to Santa Barbara by the proposed project unless mitigations are implemented.

AIR QUALITY. Cumulative traffic impacts predicted in the WATS report indicate that full buildout of the waterfront area could generate significant additional vehicle traffic and cause severely lowered peak hour levels of service at intersections in the waterfront area.

- During unfavorable weather conditions, the federal eight hour carbon monoxide standard of 9 ppm could be approached or exceeded at U.S. 101 intersections and Cabrillo Boulevard intersections. Project related traffic would contribute an additional eight hour level of

0.2 to 0.4 ppm at local intersections. The City is a nonattainment area for carbon monoxide.

- Project vehicle emissions would contribute to the regional oxidant problem. Emissions would be proportionately too small to produce a measurable increase in oxidant formation. The project site is within a nonattainment area for oxidant.

ENERGY. The project would result in the following energy requirements in the form of fuel and electric power:

- Gasoline consumption of vehicles related to the project would be approximately 1150 gallons per day, based upon an estimated total vehicle miles traveled of 27,600 miles per day.

Gasoline consumption based on vehicle trips generated per day in the waterfront area at an average trip length of 4 miles per trip, or 80,000 miles per day (Community Land Associates, 1979; De Leuw Cather, 1979) is about 3,350 gallons per day. Transportation related projects such as the Transportation Center and the People Mover should result in a decrease in overall vehicular activity. These figures include Hotel-Conference Center buildout.

- Electrical power consumption would be approximately 240,000 kilowatt hours per month. Southern California Edison Company (1979) predicts the cumulative power need of the city will exceed supply after 1982 unless supplemental power supply is acquired. Natural gas consumption of the project would be 60,000 therms per month. Reduction of consumption of this resource is a state priority.

ECONOMICS. The project would have the following impact upon citywide employment and revenue to the city, county, and Redevelopment Agency:

- Increased tax revenue would be provided to the city. The Central City Redevelopment Project, which is financed by tax increments

resulting from projects in the Redevelopment Area, would receive an increase in revenue of approximately \$825,000 per year.

- Short term employment of approximately 520 jobs during the construction period and some 447 jobs of long term service would be created by the project.
- Employment over the next ten years of realistic development in the waterfront area would provide on the order of 800 to 1200 employee opportunities in long term service jobs.

PUBLIC SERVICES AND UTILITIES. The following impacts upon citywide fire protection and water supply would result from the project:

- The necessity would be increased for the City Fire Department to relocate Fire Station Number 2 from Haley Street to a site closer to the East Beach area and to obtain a reserve ladder truck. This would aid in serving expected long term development in the waterfront area and would be a prerequisite to further waterfront development.
- The project would utilize approximately 190 to 210 acre feet of water per year. This is six percent of the water available to the city in an average rainfall year. Use of treated wastewater for irrigation and other conservation techniques would reduce this requirement.

Long term demand of waterfront development over the next ten years would require in the range of 375 to 500 acre feet per year.

6. SIGNIFICANT UNAVOIDABLE EFFECTS OF THE PROJECT

Many of the potential significant impacts of the project may be avoided with application of mitigation measures identified in this report. Those impacts for which there are perceived to be no completely satisfactory mitigations which would not significantly alter project characteristics are:

- Increased vehicle miles traveled within the city, affecting U.S. High 101 intersections until such time as the crosstown freeway is constructed.
- Constraint to expansion of Chase Palm Park to the eight acres comprised of the city owned 1.56 acre parcel, the city owned 3.71 acre planting strip and the dedicated parcels of 2.76 acres and .55 acres.
- Demolition of the Roundhouse, a structure of possible historic significance.
- Consumption of energy in the form of gasoline, natural gas, and electricity. All three forms are becoming increasingly scarce.
- Consumption of city water in an amount approximately equal to at least 50 percent of an average year's increase in water demand in the city and 3.5 percent of the present surplus water supply (unmitigable water demand).
- Increased emissions of vehicle related air pollutants equal to approximately 0.3 percent of projected 1990 emissions of smog forming pollutants in the air basin.
- Tradeoffs of some scenic views provided in and beyond the existing site with landscaping and buildings of Spanish colonial design.
- Additional use of the Palm Park and East Beach area by hotel guests, conferees and condominium residents.
- Unpredictable growth impacts on the city economy and resources.

7. SIGNIFICANT IRREVERSIBLE CHANGES INDUCED BY THE PROJECT

Irreversible environmental changes caused by elements of the project would be:

- Establishment of a total park expansion area of eight acres, comprised of about six acres west of Carpinteria Street and a linear park of two and one half acres east of Carpinteria Street. Construction of condominiums, tennis courts and a hotel-conference center on remaining acreage in the site.
- Reduced area available for the park expansion would render the WATS recommended parking lot east of Santa Barbara Street less feasible because of the required sacrifice of scarce park space.
- Conversion of one type of visual resource to another, man made visual resource.
- Loss of materials and energy to be used in construction and maintenance of the project.
- Demolition of the Roundhouse, a building of possible historic significance.

8. GROWTH INDUCING IMPACTS.

The Hotel-Conference Center would have a deliberate growth inducing impact upon commercial growth and tourism. To the perceptions of some, the economic stimulus afforded by the facility would benefit Santa Barbara in providing new jobs, increasing sales of goods and services, and producing revenues needed for planned city improvements. Others within the city perceive a number of issues resulting from new persons moving into the city to fill new jobs made available by the project and the economic stimulus it provides. Major issue questions prompted by the development proposal are:

- o How much will the project cause the city to grow? Will growth be consistent with the acknowledged population limit of 85,000?
- o Will the project cause inflation of wages, of goods and services, or of housing and rental prices?
- o Will project employees moving into Santa Barbara significantly worsen the shortage of low and moderate income housing?
- o Will project employees moving into the city require a significant amount of water from the limited city supplies?

To answer these questions, a number of unknowns must be assessed. It is necessary to estimate how many direct and indirect jobs would be created by the project. It is necessary to predict what portion of those jobs would be filled by residents of Santa Barbara, and how many employees would move into Santa Barbara from outside. Inflationary effects are even more difficult to assess, particularly in the context of nationwide inflation; the recent increases in local prices for goods, services, and housing; and the energy crisis.

Sources of employment data diverge widely in opinion on these questions. This was particularly true of comments received on the Draft EIR. Whereas state and private employment agencies indicate an ample unemployed labor

market in Santa Barbara (EDD, 1979; Dobry, 1979), existing hotels indicate a shortage of labor (Miramar Beach Hotel, 1979). Data on project employment needs assembled by the Committee for Santa Barbara (comment 8) are at variance with the detailed project staffing plan furnished by Hyatt Corporation (1978). Certain parties predict that most project created jobs would be filled by city residents, while others predict a large influx to the city of low and moderate income individuals.

Table 27a presents growth estimates developed by preparers of this EIR. It is acknowledged that growth forecasting is subject to uncertainties. Therefore, Table 27a presents expected and worst case estimates of employee influx, associated low and moderate income housing demand and associated water demand. The assumptions used in generating the best estimates in Table 27a are subject to varying opinions, but are considered reasonable by the EIR preparers for determination of gross impacts.

GROWTH IMPACTS. Growth in population and associated needs for housing and services is assessed with regard to: 1) project construction, 2) project operation, and 3) growth in related (indirect) services for project employees.

Construction of the project would last for an estimated 18 months. Construction employees could be attracted from outside the city by high construction wages. Including families, approximately 200 persons could be induced to move to or near Santa Barbara during the construction phase. Following project completion, most workers and families are expected to relocate to other areas where the construction industry is active. The impact upon Santa Barbara would be short term, with the most significant aspect being a temporary added demand on the low and moderate income housing market. Between 20 and 40 of such homes could be needed by construction employees during this time.

Operation of the Hotel-Conference Center could result in an estimated immigration of 100 to 160 new employees, 60 to 100 of whom would be in the low and moderate income range and would require housing of approximately one unit per employee household. These employees would become permanent residents and their impact upon housing and services would be long term. Added to these are new-

comers who would be attracted by jobs indirectly related to the project, such as sales and services supported by tourists and project employees. Virtually all of these indirectly attracted persons would be in the low and moderate income range. Multipliers for direct/indirect employment range from 1/.5 to 1/2.0. Table 27a assumes the former factor and predicts an immigration of an additional 60 to 100 employee households in providing support services.

Total population growth estimated in Table 27a considers long term construction employee households, direct project employee households, and indirectly attracted households. Between 400 and 650 persons are estimated to enter and reside in Santa Barbara as a result of the project. Considering the population "limit" of 85,000 and an estimated current population of approximately ~~73,000~~ ^{73,000}, this would account for two to five percent of the present growth margin. Approximately half of the newcomers would be low and moderate income families.

Low and moderate income housing need for directly and indirectly induced newcomers could be from 100 to 200 units. As estimated in Section 3.6, Housing, the project would provide for slightly above 50 units. With the above qualification regarding assumptions and uncertainties, this is considered to be a significant adverse impact upon the critically short low and moderate income housing supply of the city and surrounding areas. Further inflation of housing prices could be expected, although it cannot be stated how much.

Local increases in housing and property values might be expected as a result of the project, but whether or not this would constitute a significant impact would depend on the actual effect upon the affordability of the city's housing stock. This economic effect is difficult to ascertain because of the difficulty in pinpointing "local" versus "new" project residents, the actual numbers of the various project user types, and the interplay of "trickle down" activity in the local housing market. The quantitative effect on affordability of local housing remains unknown.

Water needs of new (off site) Santa Barbara residents are estimated on the basis of average overall consumption in the city. To the direct demand of 190 to 210 acre feet per year (AFY) predicted for the project, an additional demand of 60 to 110 AFY is predicted to result from new induced populations.

The question of inflation can be answered only generally because project caused inflation effects are masked by other factors such as the national economy and the fuel shortage. With or without the project, inflation of prices and goods and services continues in Santa Barbara. The CCRP EIR predicts the Hotel-Conference Center to attract an additional tourist volume of four percent. This would benefit the city economy, but would also increase prices paid for goods and services. Increased tourism, an identified goal of the city, can be expected to also inflate day to day living prices for city residents.

If the project were to be approved, it may stimulate development of other hotel complexes in the beach area. Very little undeveloped land exists in this area, so any kind of future forecast and prediction of attendant impacts would be speculative at best. The Redevelopment Plan calls for only one hotel conference center in this area so additional conference centers would not be anticipated.

POTENTIAL SIGNIFICANT ADVERSE IMPACTS

1. Construction of the project may temporarily increase demand for low and moderate income housing if construction employees are attracted to Santa Barbara from areas outside the city.
2. Employment opportunities created by the project and indirectly related sources could induce immigration to Santa Barbara. Population growth could significantly impact the city's limited resources of low and moderate income housing and water supply.

MITIGATION MEASURES

1. Mitigations for the housing impact of construction worker immigration are presented in Section 3.6, Housing.
2. As shown in Table 27a, most of the population growth induced by the project is related to the deliberate growth inducement of tourism which the project represents. Hence, to reduce induced population growth may interfere with attainment of the city goal of increased tourism. It is

noted, however, that a large unemployed labor pool currently exists (i.e., resides) within the city. A goal of the project should be to maximize the employment of in city unemployed persons. The natural mechanism of worker and wage supply and demand will accomplish this to some extent: the wages paid by the project will be set only high enough to attract the needed labor force. The low and moderate wages offered should be more attractive to city residents than to outsiders who must also find housing and incur expenses for moving into the city. The existing housing shortage, coupled with the expected modest wages, will present a disincentive to outsiders to immigrate. Additional steps must also be taken to encourage project employment of city residents. Possible measures are:

- 2a. Encourage employment of salaried (moderate to high income) personnel from within the city by an aggressive in city recruitment and training program. This would eliminate the need for Hyatt Corporation to import trained personnel from other areas by providing a trained labor force from the present city population. Reduction of moderate to high income newcomers to the city could be as much as to 50 to 70 employee households.
- 2b. Encourage employment of low and moderate income persons from the city's unemployed labor force. Coordinate recruitment with government and private employment agencies. Establish an in city hiring goal for the project. Provide employment personnel with incentives to seek out and hire city residents. Immigration of low and moderate income project employees could be reduced by 15 to 60 percent, equivalent to between 10 and 60 low and moderate income households.

(It is noted that federal law prohibits discrimination in hiring practices. Therefore, while aggressive recruitment of in city unemployed laborers could be conducted, it would be illegal to pose any disincentive to outside persons applying for work. Choice of employees must be made on the basis of merit and not place of residence.) The effects of the project on low and moderate income housing and water supply can also be mitigated if low and moderate income

housing stock and the city water supply are supplemented. Measures for increasing available housing stock are identified in Section 3.6, Housing. Supplementation of water supply is beyond the ability of the applicant and is not considered to be a feasible mitigation for this project.

TABLE 27a. POTENTIAL GROWTH INDUCEMENT OF THE PROJECT

	<u>JOBS</u>		<u>ADDED POPULATION¹³</u>		<u>HOUSING NEED¹⁴</u>		<u>WATER NEED (AFY)¹⁵</u>	
	Best Estimate	Worst Case	Best Estimate	Worst Case	Best Estimate	Worst Case	Best Estimate	Worst Case
<u>DIRECT EMPLOYMENT EFFECTS</u>								
<u>Construction Phase</u>	520 ¹	520 ¹						
Moderate-high income newcomers	83 ⁴	91 ⁵	186	204	83	91		
Low-moderate income newcomers	21 ⁴	39 ⁵	47	87	21	39		
City residents	416 ²	390 ³						
<u>Operation Phase</u>	447 ⁶	670 ⁷						
Moderate-high income newcomers	47 ⁹	71 ⁹	172 ¹⁶	226 ¹⁶	47	71		
Low-moderate income newcomers	60	96	134	215	60	96		
City residents	340 ⁸	503 ⁸						
<u>TOTAL DIRECT EFFECTS</u>								
Moderate-high income newcomers			187	243	54	78	22	33
Low-moderate income newcomers			138	222	62	99	26	41
<u>INDIRECT EMPLOYMENT EFFECTS</u>	225 ¹⁰	335 ¹⁰						
Low-moderate income newcomers	35 ¹¹	85 ¹²	78	190	35	85	15	35
City residents	190	250						
<u>TOTAL DIRECT AND INDIRECT EFFECTS</u>								
Moderate-high income newcomers			187	243	54	78	22 ¹⁷	33 ¹⁷
Low-moderate income newcomers			216	412	97	184	40	76
All newcomers (rounded)			400	650	150	260	62	109

Assumptions

Construction Jobs. (1) Total jobs estimated from Edwards-Pitman, 1979. Percent of construction jobs filled by City residents: (2) 80%. (3) 75%. Low-moderate income jobs are (4) 20% of total; (5) 30% of total.

Operation Jobs. Total jobs estimated from: (6) Hyatt, 1979; (7) 1.3 employees per hotel room plus other needs. Percent of jobs filled by City residents: (8) 75%. High-moderate income jobs are: (9) 10.5% of total. All high income employees come from outside the City. (16) 30 condominium households included as new population.

Indirect Jobs. Indirect jobs are all low-moderate income and equal to (10) 0.5 times total operation jobs. Percent jobs filled by City residents: (11) 85%; (12) 75%. Remainder filled by L-M newcomers.

Total Direct Effects. (13) Assumes that eight percent of construction induced growth will remain in Santa Barbara after the construction phase is ended. (17) Does not include demand for 30 condominium households.

Population and Housing. (14) Assumes 2.24 persons per employee (average from 1975 census. (15) Assumes one household per employee.

Water Need. (15) Assumes overall per capita consumption of 165 gallons per day or .18 AFY (total city consumption divided by population of 73,000).

9. RELATIONSHIP BETWEEN SHORT TERM USES OF MAN'S ENVIRONMENT AND THE
MAINTENANCE AND ENHANCEMENT OF LONG TERM PRODUCTIVITY

The short term use proposed in the project plans which would adversely affect the long term state of the environment would be:

- o Construction of the Hotel-Conference Center and condominiums in a coastal open space area eligible for a number of future alternative uses.

The potential long term uses which would be preempted or impaired by the project as proposed would be:

- o The 1.56 acre parking lot east of Santa Barbara Street, recommended in the WATS report. This would provide a long term, low cost resource which would be used by persons visiting the coast. It would provide a form of coastal access for users of East Beach and Stearns Wharf.
- o A larger than proposed expansion of Chase Palm Park. This would provide a low cost recreational resource as well as scenic and open space amenities.
- o Existing industrial and commercial uses on the project site. Railroad-industrial operations, which were once conducted on the site, could become more feasible again as the energy shortage continues.

The proposed Crosstown Freeway Project would provide a long term remedy to congestion at the grade level freeway intersections. Consequently, the short term project uses would not impair long term circulation within the city as affected by these intersections.

Future growth in Santa Barbara is limited by the population holding capacity of 85,000 persons as defined by available land, housing and water supplies. Although opinions of what defines a "proper" growth rate vary widely within

the city, it is generally considered that a set margin of growth remains, for the foreseeable future. When new development occurs within the city, a portion of this margin is used, with attendant benefits of economic stimulus, increased housing stock, etc. The proposed project would use a portion of the presently defined growth margin, an action which would impact the city in terms of water, energy and other resources. In return, short and long term economic benefits are expected to occur as a result of the increased tourism the project would attract. *The project sponsor believes that the project as proposed is now justified for reasons outlined on pages 16-18 of this report.*

10. ALTERNATIVES TO THE PROPOSED ACTION

This section describes several possible alternatives to the proposed development and outlines the major impacts that would result with implementation of each. In addition, alternative parking strategies are outlined to meet the WATS recommendation that the development provide 100 public parking spaces to mitigate the loss of the existing Carpinteria Street parking resource. A mitigated project alternative is also developed.

Decision makers have a wide array of alternatives from which to choose and this section has attempted to present them in a reasonable manner. With a project of this scale there could be many variations and nuances which have not been individually described in detail, but can be assembled from various sections of this report and other information presented in the decision making process. Some of these alternatives will impede the project applicant's objective, will be more costly or unacceptable. Decision makers must consider feasible methods of avoiding adverse impacts and reject certain project alternatives in favor of the ultimate choice. While not required by CEQA, it is recommended that specific economic cost/benefit data be supplied to decision makers so that appropriate findings can be substantiated if the project to be approved has not mitigated identified significant effects.

10.1 NO ACTION ALTERNATIVE. This alternative would continue present use of the project site. The Redevelopment Plan would not be implemented in this area. Existing zoning would remain in effect, allowing new light manufacturing uses to be developed on most of the site, and commercial use(s) along the Milpas Street side. The site would be left open allowing the option of establishing a reserve or land bank.

Major Impacts. In the immediate future, the existing conditions at the site would prevail: Carpinteria Street would continue to provide informal public parking space; the barren and industrial appearance of the site would remain. No tax revenue from the site would be received by the Redevelopment Agency.

An open site would allow for two other options to evolve: (1) a future option, or land bank alternative; or (2) identified future development as a park. The

This use would conflict with the land use designations of the General Plan, the Redevelopment Plan and the Coastal Zone Land Use Plan, as well as with the proposed relocation of the tracks to the transportation corridor. If this option is to be considered, an in depth study should be undertaken as part of the Local Coastal Program. Review of the Draft Coastal Zone Land Use Plan is presently underway.

Future development as a full extension of Chase Palm Park would be another option of the no action alternative. Full park development could provide low cost recreational space to resident park users; however, the city, state, or federal entities may have to assume responsibility for site acquisition, development and upkeep. The land cost for this type of development would be quite high, but might be defrayed by state or federal sharing if rehabilitation of this roundhouse were to be approved as part of eligible park development. Full use of the site for provision of low cost recreation would be in conformance with Coastal Act policies. Some parking facilities would be needed on site. Pedestrian crossings of Cabrillo Boulevard would increase, although vehicle use could be deemphasized on Cabrillo Boulevard to mitigate conflicts.

A downtown site for a hotel conference center development is identified in the Central City Redevelopment EIR. This would not have the advantage of proximity to transportation corridor and coastal resources, ~~of the proposed site bar~~. A development of any significant scale would be of serious concern for auto traffic impacts if placed in the CBD, assuming continuance of existing traffic patterns. Seismic hazard would be somewhat reduced. Circulation, visual, housing, noise, energy and water supply would be critical issues. Feasibility of transit and pedestrian travel would be increased in a CBD location.

10.2 GENERAL PLAN AND CCRP ALTERNATIVES. This alternative would realize the land use plans set forth in the General Plan and the Central City Redevelopment Plan. The Hotel-Conference Center would be constructed in the proposed location. Amenities to this facility would be as proposed by the applicant: Spanish colonial style architecture, landscaping within the Hotel-Conference Center parcel, access provided by a main driveway on Punta Gorda Street, a service road next to the Southern Pacific right of way, and underground parking provisions for 1000 vehicles. A reduced, or scaled down, version of this alternative is also considered. This alternative would be

the same as the proposed project except that the proposed condominium complex and the optional senior housing units would not be part of the plan. The formerly proposed Cabrillo Boulevard would be removed from the General Plan in keeping with previous council actions. Circulation would be the same as proposed, or mitigated circulation strategies could be developed. The tennis courts adjacent to the hotel would be permitted if the proposed reservation, fee, and dress code requirements are considered by the Regional Coastal Commission to provide low cost recreation.

Major Impacts. Land uses associated with this alternative would be in conformance with Redevelopment Plan objectives. Circulation problems caused by the freeway intersections would be affected less by the traffic generated by this alternative than by traffic associated with the proposed project; total trips per day of the former would be approximately 80 percent of total trips of the latter. Public parking may not be required because no preemption of the Carpinteria parking resource would occur. The WATS recommended parking area northeast of the Cabrillo Boulevard/Santa Barbara Street intersection could be provided without significant compromise of Chase Palm Park expansion area. Non automobile transportation would be encouraged in conformance with city plans for transit improvements and bicycle access.

Visual characteristics of the proposed condominium area would be as those presently existing until such time as projects are implemented. The park area would provide low cost recreation, and the Hotel-Conference Center and commercial space would have visitor serving uses at higher cost. No housing would be provided on the site, although approximately \$325,000 in tax increment monies would be provided to the Redevelopment Agency.

Construction of the proposed Hotel-Conference Center would occupy the site of the existing roundhouse. If this structure is determined by the State Historic Preservation Officer to be of historic value, the hotel complex could be redesigned to allow continued use of the structure. However, rehabilitation of the structure would probably be warranted.

This alternative may be perceived by the applicant to impose economic hardships upon the project, inasmuch as revenues from the sale of the condominiums would

not be available. However, consideration could be given to construction of the condominiums in another location. This may require city acquisition of the Chase Palm Park expansion area and applicant acquisition of an alternate condominium site. A reduced or scaled down version of the proposed project might include a 300 bed hotel, 1000 seat conference center and increased Palm Park area. This alternative would have all of the benefits and impacts described above except that tax increment revenues generated to the Redevelopment Agency would be about \$200,000 and project trips and vehicle miles travelled would be reduced. Development of an expanded park area on the site would incur further expense to the city for acquisition, development and maintenance costs unless some share were to be borne by the applicant or the federal or state government. Revenue from the condominiums would not be available for project development.

10.3 PHASED DEVELOPMENT ALTERNATIVE. Phased development of the proposed project would provide flexibility in use of the site to evolving local plans and projects. Operational impacts could be eliminated through project phasing by postponing impacts until ongoing project or planning processes are completed. Circulation impacts at U.S. Highway 101 intersections could be mitigated by delay until freeway and transit improvements are implemented. Phasing would diminish severity of construction impacts by spreading them over a longer term. Impacts such as heavy duty construction vehicle circulation will be reduced in intensity as fewer vehicles will be operating at one time. Some hardship may accrue to the applicant because of delayed revenues, a longer construction period and inflated construction costs.

10.4 SCALED DOWN PROJECT ALTERNATIVE. The city would determine the specific area for expansion of Chase Palm Park. A 300 room Hotel-Conference Center and 100 condominium units would be developed on remaining space. Approximately 20 low and moderate income units could be constructed. Because of reduced project scale, Carpinteria Street would not be improved for project use. Landscaping and architectural amenities would be provided by the developer and the city.

Major Impacts. Land uses associated with this alternative would be consistent with Redevelopment Plan objectives; however, additional acreage would be available for expansion of Chase Palm Park and/or development of additional parking space. Circulation problems at U.S. Highway 101 intersections would be less aggravated by this alternative than the project alternative: total daily trips of the former would be approximately 70 percent of the latter. Although Carpinteria Street would probably not serve the condominiums and Hotel-Conference Center, its continued use for public parking would depend upon surrounding land uses (the street could be developed specifically to provide parking, but such a parking area would have to be compatible with the park expansion). For this alternative, the city could develop the 1.56 acre parcel for parking as recommended by WATS and still provide a park expansion of 8.5 acres or more.

Visual and cultural impacts would be similar to those described above for the CCRP Alternative. These factors would be principally affected by building design and siting. With a smaller facility the Roundhouse could more easily be integrated with the plan.

Tax increment dollars available to the Redevelopment Agency would be between \$400,000 and \$600,000, depending on the value of the project facilities.

10.5 HOUSING MIX ALTERNATIVE. This alternative would respond to housing goals of the city's General Plan and the Local Coastal Plan by providing a mix of low, moderate, and high income housing within the project site, in addition to the proposed Hotel-Conference Center. Total area of the housing complex would be determined by the acreage required by the city for the Chase Palm Park expansion. Amenities would include: Spanish colonial style architecture, landscaping of the Hotel-Conference Center and residential areas, access to the housing complex with an extension of Carpinteria to the hotel service road (as proposed for the Park Plaza project), and underground and surface parking to meet parking needs of the complex users.

A housing mix including low and moderate income units would respond to the needs of the city as perceived in the General Plan Housing Element. Rentals, family and senior housing could be provided in proportion to city need as identified in the 1978 Housing Assistance Plan and the Coastal Zone Land Use

Plan (see Mitigated Project Alternative). These units would probably require some form of subsidy to be attainable by persons of low and moderate income while still meeting the city architectural and landscaping objectives for the waterfront area.

Major Impacts. The housing development would occur in an area designated in the Redevelopment Plan for Palm Park expansion. Circulation and parking issues would be as discussed in the main body of this report. A greater number of children would cross Cabrillo Boulevard and would be exposed to traffic hazards. Visual aspects could not be determined until a conceptual plan is developed.

The recreational value of the Chase Palm Park expansion area may be diminished from its full potential value because of the preemption of space for the residential development and the proximity of private residences (and additional users) to a park area. This would entail a tradeoff between low and moderate income housing and low cost recreation, although both would be provided to a degree.

10.6 PARKING ALTERNATIVES. This alternative would supplement the proposed project with 100 additional public parking spaces, as recommended in the WATS report. Because the development as proposed would utilize virtually all of its own 1491 spaces, public parking space in other locations would be required. Possible measures which the applicant may take are:

1. Provide public parking in the proposed Chase Palm Park expansion area, adjacent to the eastern Santa Barbara Street area recommended in the WATS report.
2. Provide public parking in the location of the proposed tennis courts, underground if the courts are considered to be an important amenity.
3. Provide public parking without compromising the 3.22 acre Chase Palm Park expansion by participating in construction of a parking garage in the available area west of Santa Barbara Street. (Tax increment dollars

could be used as participation, depending on city participation.) This area was recommended for parking by the WATS report, although feasibility of a parking garage was not discussed. A total of 400 spaces (300 for Stearns Wharf requirements and 100 for the Carpinteria Street mitigation) would be required to meet parking needs identified in the WATS report.

Major Impacts. Slightly less than one acre would be needed to provide 100 surface parking spaces. If located in the Chase Palm Park expansion area, only about five acres would remain for the park west of Carpinteria Street. If the WATS recommendation for the eastern Santa Barbara Street lot is also followed, the total acreage remaining for the Chase Palm Park expansion would be approximately 3.5 acres.

Surface parking in the area of the proposed tennis courts would not be as accessible by foot to Stearns Wharf as the present Carpinteria Street area. Replacement of the proposed courts with a surface lot would preempt one visitor serving facility with another. In terms of public need, parking for East Beach users may be more important than tennis courts. Underground parking may be too expensive in light of the limited use that the tennis courts may receive.

A parking garage on the west side of Santa Barbara Street would also be an expensive undertaking, particularly if constructed partially underground to minimize visual impact from Cabrillo Boulevard. Costs would be defrayed somewhat by the developer, who would be required to bear 25 percent or less of the cost (as prorated by number of spaces). Seismic hazard and near surface groundwater difficulties would exist as in the project site.

10.7 MITIGATED PROJECT ALTERNATIVE. The mitigated project alternative assumes that the project would be implemented at the size and scale proposed, but mitigations identified in Sections 3 and 8 would be incorporated in the plan to reduce adverse impacts. This mitigated project alternative attempts to assemble feasible and necessary mitigations within the framework of the proposed plan. Implementation of this type of alternative is best achieved with public input and review of detailed plans by an advisory committee.

A serious impact of the project upon the city would result from the significant number of trips generated by users of the complex. Mitigation of U.S. Highway 101 congestion, on which the proposed project would have a cumulative impact, is beyond the ability of the developer. The predicted increase in vehicle miles traveled in the City would produce pollutant emissions which would also be impossible to effectively mitigate. For these reasons, strong commitment to deemphasis of the private automobile would be necessary. Measures to reduce private auto use by hotel guests, conference goers and residents are identified in Section 3.3. All feasible measures would be implemented. Reductions of vehicle miles traveled as identified in Section 3.3 may be achieved.

The mitigated project alternative would require provision of all project parking needs on site and 100 or more public parking spaces in an additional dedicated area of one acre adjacent to the 1.56 acre city owned parcel (presuming that the city parcel is used for parking). A signalized crosswalk would be provided for pedestrian access to the beach.

The concerns of scenic mountain view blockage and the limitation of park expansion area are directly affected by project scale and intensity. These are subjective impacts, requiring tradeoffs instead of mitigation; if a project of this scale is considered, both impacts would be largely unavoidable. Additional mountain views could be achieved with reduction of building height from three to two stories (see Figure 8), but this would increase coverage of open space between buildings. Creation of additional view corridors would probably not be feasible. The size and design of the park expansion would be as proposed: 8.5 acres minus the 1.56 acre parcel, with 2.59 acres in a linear park east of Carpinteria Street.

Although 200 condominiums would be constructed, the total housing complex would be located on the 12.87 parcel and a different housing mix would be provided in proportion to city need. Assuming that 100 high income condominiums would be included in the housing mix, the following mix could be provided in accordance with the 1978 Housing Assistance Plan:

<u>Housing</u>	<u>Percent of Total Units</u>	<u>No. Units out of 200 Total Units</u>
high income condominiums	50	100
low and moderate income	50 ¹	
1-2 BR rental apartments (senior citizen)	40 ²	80
2-3 BR rental apartments (family)	40 ²	80
1-2 BR condominiums (senior citizen)	10 ²	20
2-3 BR condominiums (family)	10 ²	20

¹Over 50 percent of the households in the coastal zone are of low or moderate income (Coastal Zone Land Use Plan, 1979).

²Of the approximately 8000 low and moderate income households in the city in need of assistance, 81% are renters and 19% are owners.

As shown in Table 19a, the project would also need to mitigate its induced growth effects on housing. Therefore, growth mitigations identified in Section 8 would be fully implemented. Consideration would also be given to the mitigation provided by tax increment revenues.

Assuming that the roundhouse is identified as a valuable cultural resource, the mitigated alternative would require that the structure be rehabilitated and integrated with the Hotel-Conference Center. Adequate structural design in accordance with recommendations of the independent engineering geologist would be required for all buildings (including the roundhouse). Soundproofing measures identified in Section 3.9 would be developed for all project residences and portions of the Hotel-Conference Center near the railroad tracks.

All feasible energy and water conservation measures identified in Sections 3.11 and 3.13 would be implemented. Total electric power consumption would average between 210,000 and 220,000 KWH monthly, reduced from the predicted demand for the proposed project of 240,000 KWH/month. Peak power loads would be reduced by five percent. Natural gas use would be reduced from 60,000 therms per month to 40,000 therms per month. Gasoline would be reduced from the predicted 1150 gallons per month in proportion to achieved

VMT reductions discussed in Section 3.3. The predicted water use of the proposed project of 190 to 210 acre feet per year would be reduced to perhaps 140 AFY with irrigation use of reclaimed waste water and application of all measures identified in Section 3.13 Public Services and Utilities.

The following table describes the net effects of mitigations upon the project created housing need:

Scenario	L-M Income Housing Need	L-M Income Housing Provided ^{2,4}	Net L-M Income Housing ⁴
<ul style="list-style-type: none"> • 200 high income units provided on site • 36 L-M income units provided on site • 20% tax increment = \$165,000 • local hiring mitigation³ 	100 to 200	36 50 10 to 60	-100 to 50
<ul style="list-style-type: none"> • 100 high income units provided on site • 100 L-M income units provided on site • 20% tax increment = \$125,000 • local hiring mitigation 	100 to 200	100 38 10 to 60	-50 to 100
<ul style="list-style-type: none"> • 50 high income units provided on site • 50 L-M income units provided on site • 20% tax increment = \$100,000 • local hiring mitigation 	100 to 200	50 30	-100 to 50

¹From Table 19a; includes direct and indirect effects.

²From Table 12a.

³Assumes that Growth Mitigation 2b achieves reduced demand of 10 to 60 units.

⁴Tax increment monies could be increased by greater than 20 percent with a concomitant increase in L-M income units.

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13. APPENDICES

- A. Rationale for Proposed Parking Area
- B. Archaeological Literature Search and Site Reconnaissance
- C. Summary of Geologic Seismic Conditions
- D. Vegetation Observed on the Project Site
- E. Wildlife Likely to Use the Project Site
- F. Near Site Intersections Level of Service Analysis (Table F-2 and Figure 1 prepared separately)
- G. Preliminary Cultural Resources Technical Report for the Proposed Park Plaza Project

Appendices and project related data are on file at the Division of Land Use Controls, 620 Laguna Street, Santa Barbara.

The identified local intersections determined to be potentially affected by the Santa Barbara Park Plaza are Punta Gorda/Milpas, Punta Gorda/Cabrillo, Cabrillo/Milpas, Cabrillo/Carpinteria and Milpas/Southbound onramp to U.S. 101. The intersections were analyzed using the Critical Movement Summation (CMS) Method (McInerney and Petersen, 1971). This method of level of service analysis is used to evaluate the impacts of land use changes on traffic. This method identifies the intersection legs which are critical to the operation of the intersection and uses the approach volume and turning movements of these legs to calculate level of service classification.

Approach volumes and turning movements for these intersections were counted by Earth Metrics staff during July and August, 1979. All counts were correlated and verified with similar counts made for WATS during the summer of 1978. Data used for CMS calculation was taken from the above sources. The peak hour counts used in this analysis were derived from worst case traffic counts.

CMS calculations and level of service estimations, were made for existing conditions and existing peak hour conditions + peak hour traffic projected for the proposed project. The CMS calculations were done using the following steps or method.

- 1) Directional Approach Volume (Through + right turns).
- 2) #1 divided by the number of lanes.
- 3) Opposing left turns to the through volume.
- 4) Sum of lines #2 and #3.
- 5) Larger values of #4 pairs. These are the critical movements.
- 6) Sum of line #4 critical movement values. This is the value for the intersection level of service determination.

Service level ranges for the CMS method are defined as:

SERVICE LEVEL	CRITICAL MOVEMENT VALUE
A	less than 1000
B	1000 to 1150
C	1150 to 1300
D	1300 to 1450
E	1450 to 1500
F	greater than 1500

Existing intersection conditions, future conditions with the proposed project, and critical movements for those intersections are displayed in Table F-1. Calculations for this summary table are shown in Table F-2. Turning movements are shown in Figure F-1.

The CMS method of determining level of service indicates slightly better intersection operation than estimated by the V/C method used in WATS. The CMS method has the advantage of identifying the critical intersection movements for design of improvements. Table F-1 lists the critical movements. Increases in capacity of the movements would result in improvement of intersection operation. An example of this would be the widening of the westerly leg of the Punta Gorda/Milpas intersection. This would allow the free passage of through and right turn traffic into the intersection, thereby lowering the approach volume.

Traffic from the proposed project would have the greatest effect on the intersections of Punta Gorda with Milpas, level of service change from B to C, and the intersection of Punta Gorda with Cabrillo, level of service change from A to C. These changes could probably be mitigated by roadway capacity improvements identified in the body of the text.

TABLE F-1. NEAR SITE INTERSECTION CRITICAL MOVEMENTS.

<u>Intersection</u>	<u>Level of Service</u>		<u>Critical Movements</u>
	<u>Existing</u>	<u>Existing with Project</u>	
Punta Gorda/Milpas	D	E	SB Milpas, WB Punta Gorda
Punta Gorda/Cabrillo	A	C	WB Cabrillo
Cabrillo/Milpas	A	A	EB Cabrillo
Cabrillo/Milpas	A	A	EB Cabrillo
Milpas/ SB U.S. 101 On Ramp	A	B	NB Milpas