Fess Parker's Red Lion Resort
Modifications to Approved Development Plan and Coastal Development Permit

FINAL Supplemental Environmental Impact Report



Perspective Planning
Planning & Environmental Services

CITY OF SANTA BARBARA



July, 1996

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JULY 1996

State Clearinghouse #95121040

RED LION RESORT DEVELOPMENT PLAN MODIFICATIONS
FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

July, 1996

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1.0 INTRODUCTION

This Supplemental Environmental Impact Report (EIR) assesses environmental impacts, mitigation measures, and alternatives for a request to modify the original approval conditions for Fess Parker's Red Lion Resort (Red Lion). As a Supplemental EIR, this document is intended to supplement the Waterfront Park, Hotel, and Youth Hostel Project EIR (ENV92-0107; SCH #929091038). The Red Lion Resort is located at 633 E. Cabrillo Boulevard in the City of Santa Barbara. It was built in 1986 as a 360-room hotel and conference center, with 930 parking spaces. It was developed following the City's adoption of the Park Plaza Specific Plan and approval of the project in 1981, and has been in continuous operation since March, 1987.

When the project was originally approved, several conditions of that approval called for limits on the conference activities associated with the hotel in order to reduce parking impacts and to minimize peak-hour traffic impacts on nearby roads and intersections. Since that time, studies have shown that the parking lot is generally under-utilized, even during peak use conditions. Also, various street improvements have been made, or are to be made within the very near future. These include the Crosstown Freeway (completed in 1991), the forthcoming development of the "roundabout" at Milpas Street and U.S. 101, and the approved extensions of Garden Street to Cabrillo Boulevard, and of Salsipuedes Street across the railroad tracks to reach the property.

Accordingly, the applicants are now requesting that the City approve several modifications to the original conditions of approval for the Development Plan, Parking Modification, and Coastal Development Permit governing the conference facility and related matters, in order to permit greater intensity of use. Proposed modifications include the following:

1. **Delete the conditions that limit total conference center capacity to 1,000 persons;**
2. **Revise the conditions that restrict attendance of non-hotel guests at the conference center events by increasing the limitation from 500 to 1,200 non-hotel guests;**
3. **Delete the conditions that require that conference center events begin and end outside the peak traffic hours;**
4. **Delete the condition that restricts the hotel/conference center to 360 peak hour trips on Summer Sundays;**
5. **Allow up to six (6) events annually which would have no capacity limitations, subject to certain provisions; and**
6. **Make minor revisions to existing conditions of approval pertaining to bicycle parking spaces and the provision of shuttle vans.**

Consideration of this project will also formalize, from the City's standpoint, the acceptance of the agreement between the Red Lion and the adjacent Waterfront Hotel project to assign 100 spaces from the Red Lion's parking lot to the Waterfront Hotel for its use. The Waterfront Hotel was approved by the City with a requirement that the applicant provide 100 spaces offsite either through agreement with the Red Lion or elsewhere. An agreement between the Red Lion Resort and the owner of the Waterfront Hotel property has been signed to provide the 100 parking spaces on the western end of Red Lion's parking lot. However, it is necessary to include this loss of 100 spaces on site as part of the revised parking modification. A more complete discussion of these proposals is provided in Chapter 3 of this Supplemental EIR, Project Description; see, in particular, Section 3.2, Technical Characteristics.

The City has identified the following major issues raised by the proposed modifications to the Red Lion Resort Development Plan conditions:

- Traffic impacts of the proposed project on intersections and roadways, including cumulative impacts;
- Parking impacts, particularly in view of a recent agreement between the Red Lion and the approved Waterfront Hotel project adjacent to this site; and
- Air quality impacts, particularly due to daily traffic levels and of idling traffic at nearby intersections that may result from cumulative traffic increases.

With respect to the traffic and parking issues outlined above, the following issues are of primary concern:

- Traffic operation impacts at key intersections in the project area;
- Areawide traffic effects of street extensions and other cumulative development;
- Impacts on parking lot access at driveway intersections along adjacent streets (i.e., Waterfront Hotel on Salsipuedes Street);
- Availability of on-site parking and/or feasibility of off-site parking; and
- Effectiveness of current TDM measures relative to hotel guests/conference attendees.

The Decision-Makers Summary Table in Chapter 2 reflects the major conclusions of this Supplemental EIR regarding the impacts of the project, proposed mitigation measures, alternatives to the project, and a mitigation monitoring program.

The complete Project Description and analysis of General Plan and LCP consistency for the project are found in Chapter 3 of this Supplemental EIR. Chapter 4 presents the overall environmental setting for the project, while Chapter 5 describes the detailed setting, analyzes the environmental impacts of the project, and presents mitigation measures as well as the proposed mitigation monitoring plan.

Chapter 6 presents various alternatives to the proposed project and discusses its "growth-inducing impacts," as well as other topics required by the California Environmental Quality Act (CEQA). Chapters 7, 8, and 9 provide the references and persons contacted, appendix material, and comments and responses on the Draft Supplemental EIR.

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2.0 DECISION-MAKERS SUMMARY TABLE

2.1 PROJECT DESCRIPTION AND ANALYTICAL FOCUS

As noted in the Introduction above, the proposed project consists of six discrete proposals:

1. Delete the conditions that limit total conference center capacity to 1,000 persons;
2. Revise the conditions that restrict attendance of non-hotel guests at the conference center events by increasing the limitation from 500 to 1,200 non-hotel guests;
3. Delete the conditions that require that conference center events begin and end outside the peak traffic hours;
4. Delete the condition that restricts the hotel/conference center to 360 peak hour trips on Summer Sundays;
5. Allow up to six (6) events annually which would have no capacity limitations, subject to certain provisions; and
6. Make minor revisions to existing conditions of approval pertaining to bicycle parking spaces and the provision of shuttle vans.

Of these six elements, this Supplemental EIR has focussed upon two elements that were determined to have the most direct impacts on traffic, parking and air quality: Item #2, the proposal to raise the limit on non-hotel guests attending conferences from 500 to 1,200; and Item #5, the removal of limits on non-hotel guests altogether during up to six "special events" annually. Other parts of the proposal were not analyzed separately with respect to their impacts on trip generation, parking, or air quality for the following reasons:

- The request to remove the overall limit of 1,000 on conference center use (item #1 above) would have no practical traffic or air quality impacts, provided that some limits still remained in place as to the non-hotel guests attending conferences. This conclusion is based on the fact that any number of hotel guests attending conferences is limited by the fixed number of hotel rooms in the facility. Accordingly, it is only by raising the limit on the number of non-hotel guests that additional traffic or air quality impacts would be experienced.

- Similarly, the consultant team determined not to study, as a separate matter, the proposal to remove peak hour scheduling restrictions (Item #3 above), or to remove the requirement that the hotel be "closed to non-hotel guests on summer Sunday afternoons..." (Item #4). If these conditions were to be deleted from the proposal and thus remain in place, there would be essentially *no significant impact* on peak-hour traffic from *any* of the other proposals. The request to delete these peak-hour restrictions is basically seen as a prerequisite for consideration of the other proposals to adjust the limits

on non-hotel guest attendance at the conference center.[1] For purposes of this Supplemental EIR, the analysis has assumed that Items #1, 2, 3, and 4 would all occur together, and would not be considered separately.

- Finally, the proposal to allow reduced numbers of bicycle racks (Item #6) would have only a marginal and unquantifiable impact on traffic and air quality. The same conclusion was reached with respect to the proposal to reduce the number of shuttle vans that the hotel must operate. These proposals were evaluated, however, in conjunction with an overall evaluation of the hotel's Transportation Demand Management Program.

With the focus of this report thus defined, the following table provides a summary of the anticipated environmental impacts, mitigation measures, and "residual impacts" of the proposed project. The table is organized in the manner specified by the City's EIR guidelines, beginning with those impacts that are determined to be "Class I," significant and unmitigated, and followed by those impacts that are determined to be "Class II," significant and mitigatable, and "Class III," adverse but not significant.

[1] Also, the City has not enforced the condition limiting summer Sunday afternoon activity since 1991. That original condition was imposed within the Specific Plan and specifically acknowledged to lapse once the Crosstown Freeway was completed.

2.2 DECISION-MAKERS' SUMMARY TABLE

Class I: Significant and Unmitigated Impacts	
Impacts	**Mitigation Measures**
Air Quality Impact #1: Long-term, episodic emissions due to the increase in vehicle exhaust from cars travelling to and from the Red Lion resort under the unlimited "Special Events" scenario will be *significant*. This conclusion is based on URBEMIS5 model estimates of emissions associated with the incremental increase of 3,550 daily trips. ROC emissions would be about 37.93 lbs./day; NO_X emissions would be about 34.07 lbs./day.	Transportation management efforts can reduce trip generation by small amounts, but it is likely that vehicle emissions will remain a *significant* impact (Class I). **RESIDUAL IMPACTS: SIGNIFICANT.**

Class II: Impacts Subject to Effective Mitigation	
Impacts	**Mitigation Measures**
Traffic Impact #1: 1,200 non-hotel guests would generate 450 peak hour trips. Together with cumulative baseline traffic, impacts at the following intersections would be considered significant: Cabrillo/Garden (with extension), Cabrillo/ 101, and Milpas/101. The Garden/ 101 intersection will also be impacted, although improvements are already proposed for that intersection as part of the Garden St. Extension, expected to be completed by Fall, 1997.	T-1: Garden Street Extension: The future Garden Street Extension and its intersection with Cabrillo Blvd. shall be designed with lane configuration in the southbound approach (Garden Street) to include a left-turn lane, combination thru/left-turn lane, and separate right-turn lane. This improvement is funded by the City. T-2: Cabrillo/101: A signal shall be installed at this location, to remain until CalTrans provides major interchange improvements as part of Highway 101 Alternatives now being studied. The Red Lion shall fund this cost, along with other area developers. T-3: Milpas/101 Interchange: Complete the proposed roundabout intersection, scheduled for completion in Fall, 1997 and funded with Measure D funds. In addition, re-stripe the southbound approach on Milpas to the Indio Muerto/SB 101 approach to include dual left-turn lanes and a separate through lane. T-4: Salsipuedes Street Extension: As part of the approved Salsipuedes Street extension, relocate the Red Lion's westerly driveway as far to the south as feasible without requiring relocation of any of the major facilities, in order to provide full left turn access from Salsipuedes into the Red Lion. Provide signs directing hotel traffic to US 101 north via Salsipuedes and Yanonali to the Garden Street intersection. This improvement is to be funded by the applicant. These improvements will fully mitigate the traffic impacts of the expanded use of the conference center; however if these facilities are not completed prior to initiation of the expanded use, Class I impacts would result. **RESIDUAL IMPACT: Not Significant.**

DECISION-MAKER'S SUMMARY TABLE, CONT.

Class II: Impacts Subject to Effective Mitigation (cont.)

Impacts	Mitigation Measures
Parking Impact #1/Conference Center Parking Demand Deficit: 1,200 non-hotel guests attending conferences would generate a potential peak demand for 600 spaces. Total peak parking demand, when combined with base demand of 400 spaces for the 360-room hotel, would thus be for 1,000 spaces. The hotel's parking lot now has 880 spaces (assuming the assignment of 100 spaces to the adjacent Waterfront Hotel). This capacity can be expanded to 930, with 50 spaces requested through advance notice to the Waterfront Hotel from its allocation. The peak parking deficit is thus 70 - 120 spaces, considered to be a *significant environmental impact*.	P-1: Coordinate Scheduling: The Red Lion shall avoid coincidental scheduling of major conferences and special events by coordinating its scheduling with the Waterfront Hotel. P-2: Maximize Parking Spaces from Re-design for Driveway Relocation on Salsipuedes: Red Lion parking capacity shall not be further reduced by the design for the driveway relocation at the west end of the site. P-3: Maximize Parking from Existing Lot Capacity/Expand Valet Parking: The existing parking lot accommodates only another 50 cars through valet parking, and has no spaces set aside for compact cars. This capacity shall be further expanded through re-design of the parking lot. Together, these mitigation measures are sufficient to mitigate the parking deficit; however, in the event that one or more are infeasible, Alternative #2 (see below) would be able to fully avoid the deficit by reducing the new limit from 1,200 to 960 non-hotel guests. Alternative #3 below would also achieve the same result, by providing a flexible annual schedule for the conference center limit. Also, Alternative #5 would require that the Red Lion acquire additional parking area nearby. **RESIDUAL IMPACT: Not Significant.**

DECISION-MAKER'S SUMMARY TABLE, CONT.

Class III: Non-Significant Impacts

Impacts	Mitigation
Air Quality Impact #2: Carbon monoxide concentrations at all receptor points under all conditions, even under the defined "maximum" project increase for "special events" of 890 peak hour trips, when added to the cumulative traffic projections, will not exceed the 20 ppm threshold. Therefore, the effect of the project on localized carbon monoxide concentrations is considered to be *less than significant.*	No mitigation necessary. **RESIDUAL IMPACT: Not Significant.**
Traffic Impact #2/"Special Events": The proposal to lift the limit on non-hotel guests for up to six "special events" would be estimated to attract up to 2,872 persons, generating 1,077 peak hour trips. The primary impact of this proposal would appear to be concentrated on the Garden Street/101 intersection. These impacts may be classified as substantial, but *less than significant,* since the City's traffic thresholds do not apply to such episodic events.	T-5: Require Approved Parking Plans for All Special Events: The Red Lion Resort should submit a traffic control and parking plan to the City of Santa Barbara for all six "special events" that may be held at the facility. T-7: Provide Shuttle Service for Conferences: The hotel should provide shuttle or bus service for sponsors of conferences, where their attendees are sufficiently concentrated that such a service would be feasible. T-8: Special Events/Coordinate Transit and Shuttle Service: For the six special events that the hotel has requested to be free of limits on non-hotel guests, the Red Lion should be required to submit a transit and shuttle service plan. This plan may be submitted separately, or in conjunction with any parking plan submitted as per the Red Lion's original proposal. This service should be coordinated with other plans by MTD, other Waterfront Area event sponsors, and the City to achieve maximum effective use of available transit vehicles. **RESIDUAL IMPACTS: Not Significant.**

DECISION-MAKER'S SUMMARY TABLE, CONT.

Class III: Non-Significant Impacts (cont.)	
Impacts	**Mitigation**
Parking Impact #2 ("special events"): The traffic from six "special events" could have adverse, but not significant impacts on parking. It is estimated that up to 2,872 non-hotel guests would generate a demand for 1,436 parking spaces. The Resort parking lot could not accommodate the demand from such an event; it is assumed that a special event would require a remote parking location with shuttle. Because four of the six annual special events would require a parking plan approved by the City, parking impacts for those events could be managed by the parking plan. The Resort request includes a provision, however, that two of the six annual special events could be held without a parking plan, when they are timed to coincide with other special Waterfront Area events (e.g., 4th of July). These impacts are considered substantial, but *less than significant,* since the City's parking thresholds do not apply to such episodic events.	See Measures T-5, T-7, and T-8 above (proposed to mitigate Traffic Impact #2). **RESIDUAL IMPACT: Not Significant.**

DECISION-MAKER'S SUMMARY TABLE, CONT.

Class III: Non-Significant Impacts (cont.)

Impacts	Mitigation
Parking Impact #3/Internal Circulation: Internal circulation is currently not well-suited to the intensified uses anticipated by this application. The present usability of the westerly driveway, and internal organization of the lot, present constraints to optimal utilization of the existing parking capacity. Existing signing is limited and pavement arrows have faded. As a result, in-bound motorists could be confused as to the locations for self-park spaces and valet parking spaces. This impact is considered to be *less than significant.*	P-5: Realign Westerly Driveway and Design Salsipuedes Street with Median Crossing: As required by Traffic Mitigation Measure T-3 above, the Red Lion should coordinate with the design effort for the Salsipuedes extension (particularly its median installation) in order to ensure that full ingress and egress will be available at the westerly driveway. P-6: Improve Striping and Signing: Develop an expanded signing and striping plan to guide entering motorists to self-park, valet parking and drop-off areas. To make self-park areas more immediately accessible, move the valet parking area somewhat further to the east, resulting in additional self-park spaces in relatively close proximity to the hotel's main entrance. **RESIDUAL IMPACT: Not Significant.**
Proposed Modification to TDM Measures: The Red Lion is proposing two changes to its existing TDM program: A reduction in the number of required bicycle parking spaces, and a reduction in the number of required shuttle vans. These changes are determined to have *less than significant impact* on traffic, parking, and air quality. The Red Lion's existing TDM program is fairly effective with respect to its employees (almost 1/4 either car pool, bicycle, or use transit). Recommendations are presented, however, to focus more of the shuttle service on conference visitors and to coordinate the hotel's shuttle service and remote parking for any special events.	T-6: Assure Appropriate Distribution of Bicycle Parking: The hotel's request for reduced bicycle parking should be reviewed to assure that the remaining 25 bicycle spaces provided on-site are located near the main entrances to the conference center facility. **RESIDUAL IMPACT: Not Significant.**

2.3 PROJECT ALTERNATIVES

The following alternatives have been defined for this project, with the following results with respect to the identified impacts on traffic, parking, or air quality:

Alternative #1 No-Project Alternative

Under the no-project alternative, the hotel would retain its current conditions and operate substantially as it has in the last 2-3 years of operation. If there is no adjustment to either of the two limits, and assuming that the hotel continues to comply with the existing limits, there would be *no impacts* on traffic, parking, or air quality.

Alternative #2 Reduced Limit on Non-Hotel Guest Conference Attendance

The Red Lion has requested that the limit on non-hotel guest attendance at conferences be increased from 500 to 1,200. That increase has been shown, however, to generate significant parking impacts unless additional parking can be acquired, or expanded or other valet parking can be arranged on-site. In the event that these measures prove to be infeasible, the significant impact on parking can be reduced to a level of insignificance if the hotel is permitted an increase from 500 to 960 in non-hotel guest attendance at the conference center facility. This smaller increase would cut the number of peak-hour parking spaces required for the conference facility by 120 (240 fewer non-hotel guest participants, requiring an average of 1/2 space per person). Thus, this lower limit on non-hotel guests would also eliminate the parking deficit, yielding a *less than significant* impact on parking.

Alternative #3 Higher Conference Limits Coordinated with Expected Low Hotel Occupancy

It is apparent that the peak-hour parking impacts are based upon concurrent scheduling of a large conference with 100% occupancy of the hotel. Data from the hotel indicates that the 100% occupancy levels are reached only during certain periods of the year (i.e., certain weekends and much of the Summer). A more flexible limit on non-hotel guest event attendance would permit the hotel to schedule larger conferences during periods when it is reasonably expected that room occupancy will be lower. These would include, for example, most weekday periods (particularly early in the week), and non-holiday weekends during the period of October 15 through March 15. In this manner, the hotel would be enabled to make maximum effective use of its facility, and the Class II impact on parking from conference attendance and hotel guests would fall within thresholds of significance. It is likely, too, that Class II impacts on peak-hour traffic would be reduced, due to seasonal fluctuations in Waterfront Area traffic.

The specific design of a "flexible limit" alternative is beyond the scope of this Supplemental EIR. Section 6.1.3 provides suggested guidelines that might be used to establish this type of condition.

Monitoring of such a flexible limit would require continuation of an established relationship between the City and the hotel. The Red Lion already collects and communicates substantial amounts of data on its occupancy, parking lot usage, and traffic demand. As data is available from a flexible limit, additional modifications may be made in order to assure that significant impacts on parking and air quality do not occur.

Alternative #4: Impose Limits on Occupancy/Modify Request to Eliminate Limits During "Special Events"

As noted in the air quality analysis, the request to eliminate the limits on non-hotel guest attendance at "special events" would generate significant air quality impacts. It is possible, of course, merely to exclude this part of the applicant's request. If this is done, *air quality impacts would be reduced to a less-than-significant level.*

It is also possible, however, to consider a modified limit on the "special events" attendance to assure that air quality thresholds would not be exceeded. The threshold is 25 lbs/day, and the criterion pollutant that is exceeded the most is Reactive Organic Compounds (ROC), with 37.89 lbs/day. That estimate was based upon an estimated daily traffic volume of 3,558 trips. As long as daily trips do not exceed about 2,350, the 25 lbs/day threshold would not be exceeded. This corresponds to a net new attendance at the conference facility of about 1,560, and a gross limit of 2,060 non-hotel guests (accounting for the existing limit of 500 non-hotel guests).

The City may wish to consider imposing a "special events" limit of 2,060 in order to assure that air quality thresholds are not exceeded. Emissions of ROC (and of NO_X) would have *no significant impact* because they would be estimated to fall at or below the threshold of 25 lbs/day.

Alternative #5: Acquire Additional Parking

A final alternative to the project has been identified, which would require that the Red Lion acquire additional area for hotel parking on a nearby property. Specifically, it has come to the attention of the City that Southern Pacific Railroad may be disposing of the adjacent railroad spur. A 40-60'-wide strip along much of the length of the Red Lion property would be made available. Although the feasibility or timing of this option is not known at this time, it is identified as an alternative here. If it proves feasible to implement this alternative, many of the proposed mitigation measures concerning parking would become moot.

Environmentally-Superior Alternative

Alternative #4, Limitations on "Special Events", would eliminate all remaining significant (Class I) impacts (i.e., air quality). For this reason, it is deemed to be the environmentally-superior alternative.

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3.0 PROJECT DESCRIPTION and GENERAL PLAN CONSISTENCY

3.1 BACKGROUND

In July 1981, the City Council adopted "Specific Plan No. 1," the Park Plaza Specific Plan, which covered the property bordered by Milpas Street, Punta Gorda Street (now Calle Puerto Vallarta), Cabrillo Boulevard, City owned property bordering on Santa Barbara Street, and the Southern Pacific Right-of-Way. The property on which the Red Lion is currently located was designated as "Parcel A" in the Specific Plan. See Figures 1 (Vicinity Map) and 2 (Specific Plan Map) below.

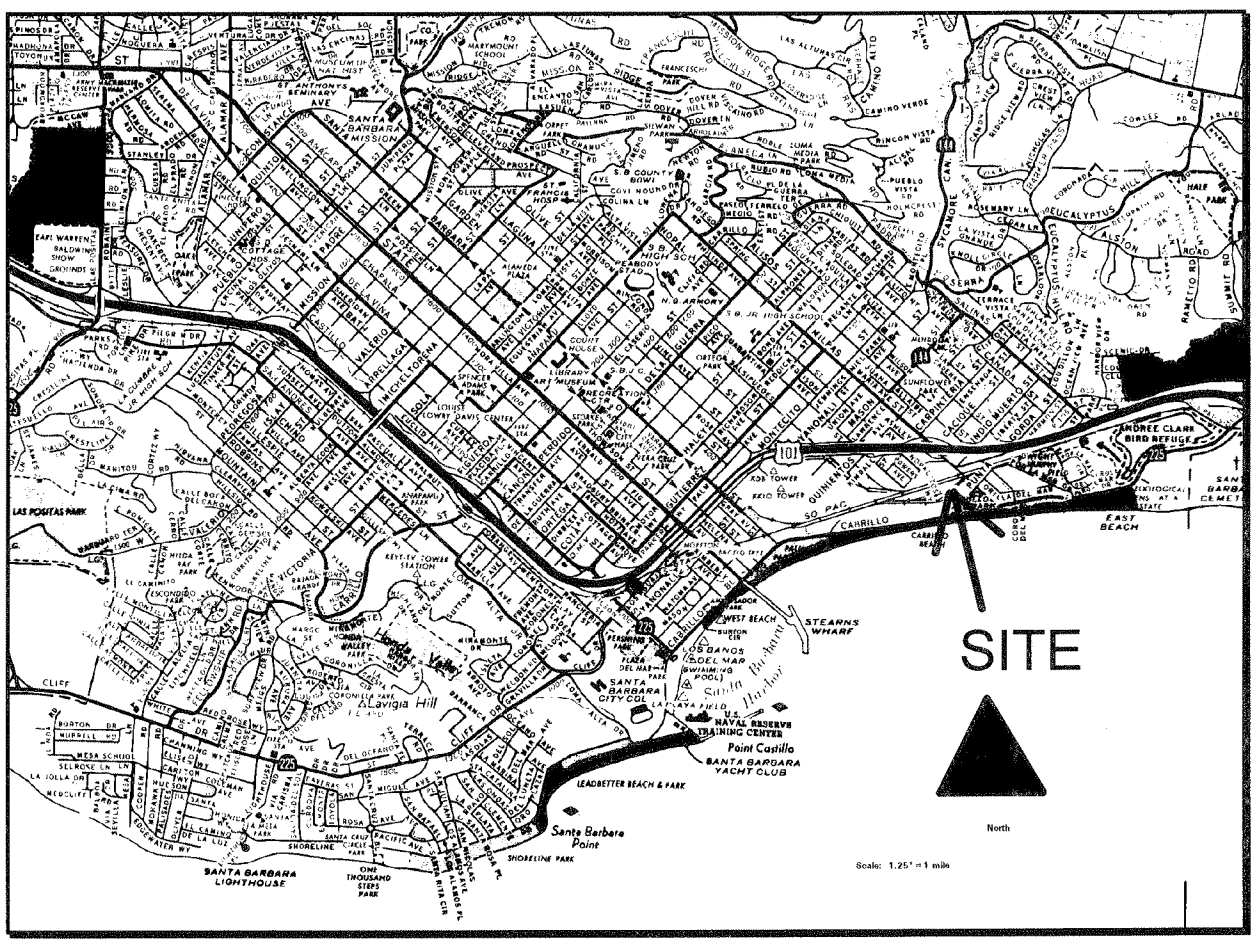
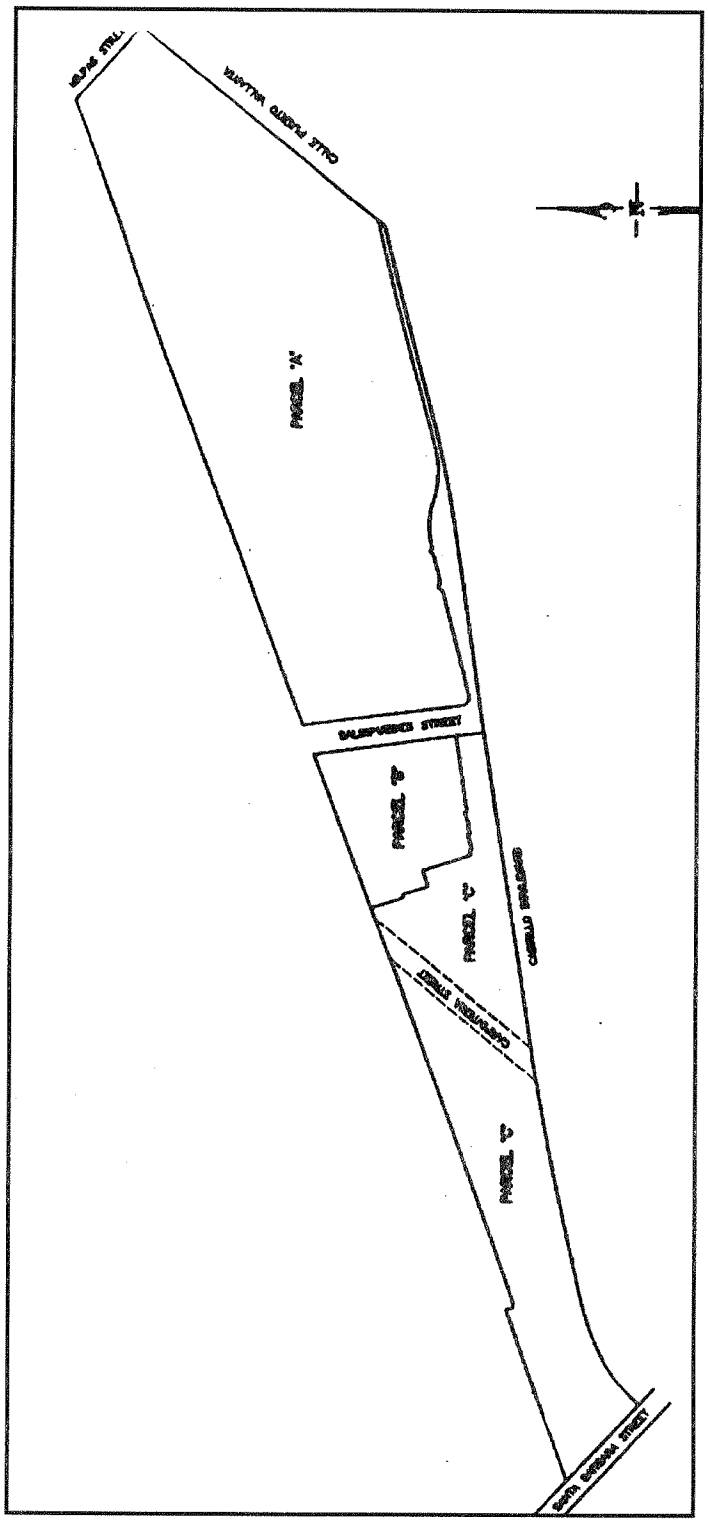


Figure 1: Vicinity Map/Red Lion Resort
Source: Perspective Planning



At the same time the Specific Plan was approved for the larger Park Plaza area, the City Council approved a Development Plan and a Parking Modification for the Red Lion Hotel. A number of conditions were imposed on both the Development Plan and the Parking Modification. The Development Plan and the Parking Modification included the following condition:

"No more than 500 persons not residing at the Hotel shall be permitted to attend Hotel conferences."

In addition, both approvals included a condition related to the hotel's conference center capacity which states as follows:

"The conference center capacity shall not exceed 1,000 persons at any time."

Both of these conditions relating to the Red Lion's Conference center were intended to ensure that the parking facilities provided by the Red Lion would be sufficient to serve the parking needs of its various uses. The Red Lion Resort was developed with 930 parking spaces on-site, although a total of 980 vehicles can be accommodated with valet parking during periods of peak demand. See Figures 3 (Red Lion Site Plan) and 4 (Conference Facilities Layout) below.

Figure 2: Park Plaza Specific Plan No. 1 Planning Area Map
Source: Park Plaza Specific Plan

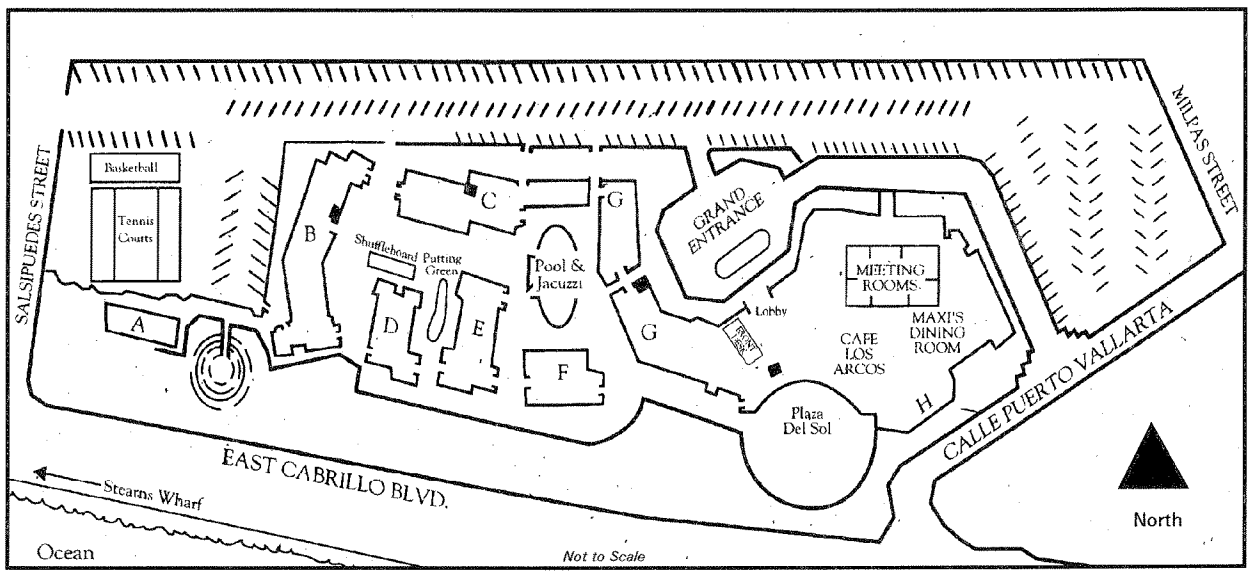


Figure 3: Red Lion Resort Parking and Access Plan
Source: Fess Parker's Red Lion Resort

Figure 3 above illustrates the general parking lot arrangement for the hotel as well as major access points into the hotel. Figure 4 below shows the basic internal arrangement of the conference facilities. In addition, Table 3-1 provides the dimensions and Uniform Building Code capacities of each of the individual conference rooms within the hotel.

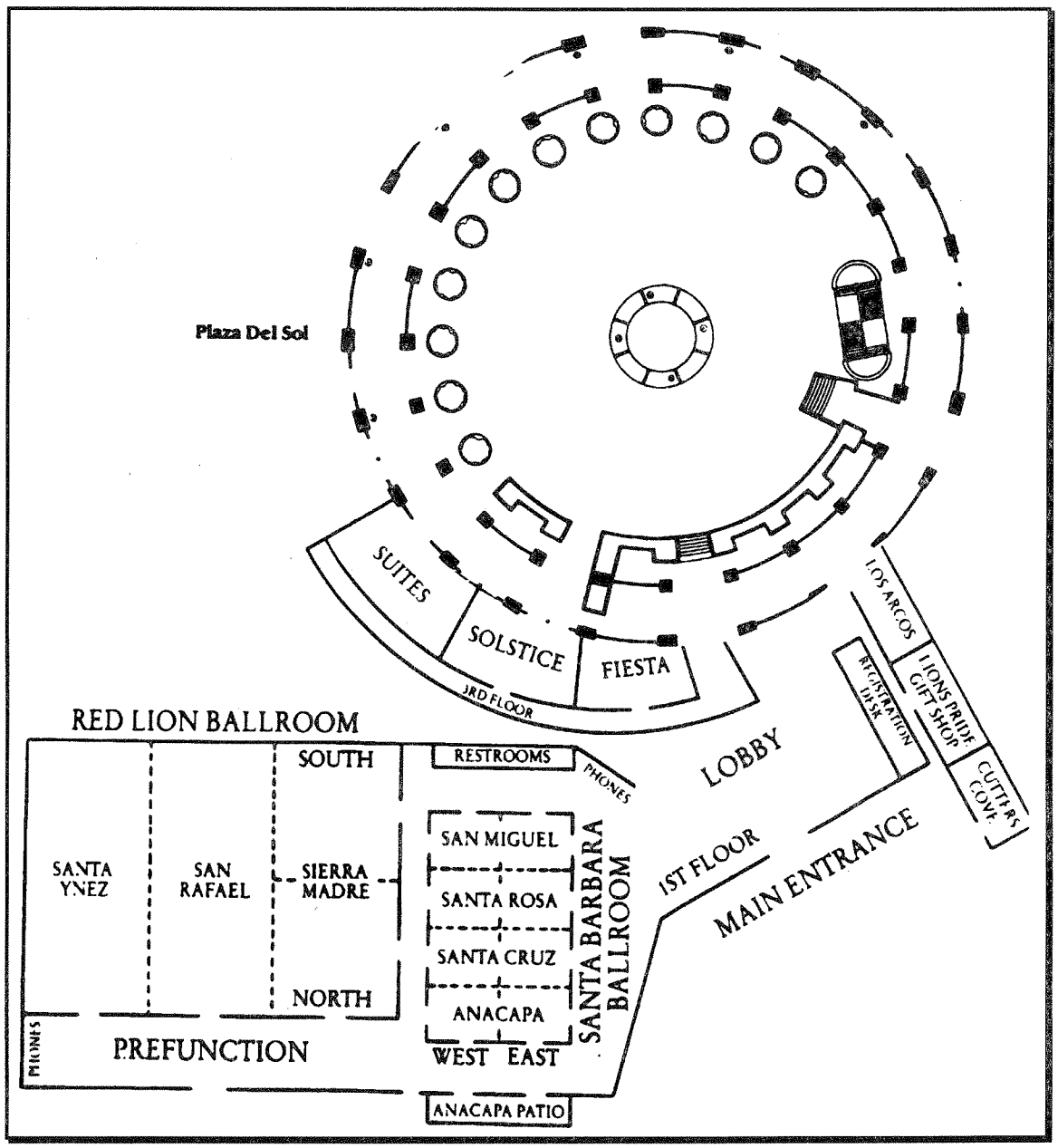


Figure 4: Red Lion Resort Conference Room Layout
Source: Fess Parker's Red Lion Resort

Table 3-1: Red Lion Resort Conference Facility Capacity

Room/Area	Dimensions	Space (s.f.)	Posted Capacity	
Red Lion Ballroom	**130x92**	**11,960**	**1,708**	
Sierra Madre	43x92	3,956	565	
San Rafael	"	"	"	
Santa Ynez	"	"	"	
Santa Barbara Ballroom	**50x80**	**4,000**	**580**	
San Miguel	50x20	1,000	145	
Santa Rosa	50x20	1,000	145	
Santa Cruz	50x20	1,000	145	
Anacapa	50x20	1,000	145	
Fiesta	**36x32**	**1,152**	**188**	
Solstice	**36x26**	**936**	**144**	
	Cum. Subtotal:	**18,048 s.f.**	**2,620**	**persons**
Plaza del Sol	**200' dia.**	**31,416 s.f.***	**2,872**	**persons**
	Totals:	**49,464 s.f.**	**5,492**	**persons**

* Approximately 36% of the Plaza del Sol floor area is not available for occupancy due to landscaping, columns, and required access.

Source: Perspective Planning; adapted from Exhibit 7 supplied in applicant's request.

The above total capacity figure reflect a potential *usage* level of 5,492 persons at the resort; however this is only an artificial number and could never be experienced in actuality. Typical conferences involve only a few hundred persons who use the various parts of the conference center facility in sequential stages. On occasion, more than one large group might be scheduled to use different portions of the facility, but the total numbers must fall within the Development Plan limitations of 500 non-hotel guests and 1,000 persons overall.

On the basis of regular monitoring surveys of the facility, a large number of the Red Lion's parking spaces appear to be utilized only rarely. The applicant contends that the limitations on the conference center's capacity are artificially low and that there is surplus capacity within the hotel facility, the parking lot, and surrounding street system to enable the hotel to schedule more intensive usage of the conference center. The rationale for each of the requested changes is provided in more detail below.

3.2 TECHNICAL CHARACTERISTICS

Specific requests included in the application for modifications to the plan include the following items:

1. Conference Center Capacity

A. Existing Conditions: Development Plan Condition #3 and Modification Condition #3 currently state as follows:

"The Hotel shall be designed to a maximum of 360 guest rooms and a conference center facility with approximately 20,000 square feet of active meeting space. The conference center capacity shall not exceed 1,000 persons at any time. (Development Plan Condition #3.)

"The conference center capacity shall not exceed 1,000 persons at any time." (Modification Condition #3.)

B. Request: The Red Lion requests that *the 1,000-person conference center capacity limit be deleted from these conditions*.

C. Rationale: According to the applicant, there is no direct relationship between the 20,000 square foot size of the conference facility and the 1,000 person capacity limitation. Uniform Building Code (UBC) regulations require 15 square feet per person for dining and seven square feet per person for receptions. Therefore, there is sufficient space in the conference center facilities, under the UBC, to accommodate a dinner or luncheon for over 1,300 persons and a reception for over 2,800 persons.

The land use impacts of large events at the conference center are primarily traffic, air quality and parking impacts. If an event at the conference center is attended by persons who are hotel guests, the applicant contends, their presence at the event does not cause any land use impacts since they are already at the hotel. As a result of this condition and the following condition (see #2 below), currently no more than 500 hotel guests could attend a conference center event which was also attended by 500 non-hotel guests. If each of the 360 guest rooms were occupied by two guests, many of those 720 guests could not attend an event at the conference center which was also attended by 500 non-hotel guests -- even though the attendance of the additional hotel guests would not cause any land use impacts (and also would not exceed the Building Code capacity of the facility).

2. Non-Hotel Guests' Attendance at Conference Center Events

A. Existing Condition: Development Plan Condition #6 and Modification Condition #7 currently state as follows:

"No more than 500 persons not residing at the Hotel shall be permitted to attend Hotel conferences."

B. Request: The Resort ownership is requesting that these conditions be modified by *increasing the limitation from 500 persons to 1,200 persons*. (See also item #3 below, which would waive the limit altogether for up to six "special events" each year).

C. Rationale: The applicant states that there is ample parking to accommodate events in the Red Lion's conference facilities that would host up to 1,200 persons who are not residing at the hotel. Ever since the Red Lion opened, the staff has conducted daily counts of its parking lot's vehicle occupancy. These counts take place four times a day at 8 a.m., 1 p.m., 6 p.m., and 10 p.m. According to these surveys, all of the 930 parking spaces in the Red Lion's lot have never been occupied at the same time. Since the Red Lion opened, guests and staff have occupied fewer than 50% of the parking spaces, almost all of the time. Typically, the hotel's parking lot is largely unutilized.

Associated Transportation Engineers (ATE), a traffic engineering company working for the applicant, has reviewed the parking space utilization information recorded by the Red Lion as well as statistics regarding hotel room occupancy and conference center use by local groups. On the basis of this information and based upon factors in "Shared Parking," a publication of the Urban Land Institute, ATE determined that the capacity of the hotel's parking lot would not be exceeded by a conference center event attended by 1,250 non-guest participants, when the hotel guest room occupancy did not exceed 75%. These same data showed, however, that the parking lot capacity would be exceeded if a conference were attended by 1,250 non-guest participants, and the hotel occupancy were at 100%. The ATE Study was completed prior to the Red Lion Resort executing an agreement with the Waterfront Hotel that assigns 100 parking spaces in the Red Lion parking lot to the Waterfront Hotel. (Note: This issue is discussed in more detail in Section 4.2 of this Supplemental EIR).

3. Special Events

A. Existing Condition: Presently, the Conditions of Approval for the Development Plan and Parking Modification do not allow any exceptions for large events that exceed attendance limitations.

B. Request: Red Lion proposes that an additional condition be added to the Development Plan and to the Parking Modification to permit the hotel to hold six "special events" annually, during which the numerical limitation on non-hotel guests attending events at the conference would not

apply. These special events would generally require the Red Lion to submit a parking plan to the Community Development Director describing the manner in which the motor vehicles of persons attending the event could be parked without adversely impacting the community. However, the proposed condition would also permit the Director to waive the requirement for a parking plan for two of the six special events, where they would coincide with days (usually weekends) in which large Waterfront Area[2] events are already occurring, for example, the Fourth of July.

With respect to the special events and requirements for a parking plan to be approved, Red Lion proposes the following specific language for a new condition on their Development Plan:

> *"The Hotel may hold six special events annually to which the numerical limitation in Condition #6 on non-hotel guests attending events in the conference center shall not apply. These special events may be held only with the prior written approval of the City's Community Development Director, based upon a finding that the event will not cause an adverse impact on the community. Not less than 90 days prior to the event, the Hotel shall submit a parking plan to the Community Development Director describing the manner in which the motor vehicles of persons attending the event can be parked without adversely impacting the community. The Community Development Director shall act upon the request within 30 days of receipt. Subject to the approval of the Community Development Director, two of these six special events could be held without any approved parking plan if they coincided with pre-established Waterfront Area events."*

C. Rationale: As with the other requested modifications, this request is based upon the applicant's wish to provide more intensive use of the Red Lion conference center. It is also based upon a perception that their existing parking facility is under-utilized. In addition, the owners of the Red Lion have recently established a parking agreement with the owners of the adjacent Waterfront hotel property (see Appendix B). This agreement would give up 100 parking spaces on the Red Lion property for exclusive use by the Waterfront Hotel, but would permit the Red Lion to "re-capture" up to 50 of those spaces upon 30 days prior notice to the Waterfront Hotel. The Waterfront Hotel has a reciprocal right to use up to 50 additional spaces on the Red Lion lot (for a total of 150 spaces), upon 30 days prior notice to the Red Lion. Based upon this agreement, the applicant believes that it will have the flexibility to schedule its special events with the Waterfront Hotel to accommodate peak-use parking as needed.

In regard to the two events for which no parking plan is proposed, these events would only be permitted to be scheduled concurrently with other significant community events in theWaterfront Area (e.g., Fourth of July). The premise behind the applicant's proposal is that people who are already planning to be in the area would stay to attend the related Red Lion event. Such people would be aware of, and willing to tolerate, traffic and parking problems that go with such events. Depending on the timing of the special event in relation to the larger event, some people might be encouraged to stay in the area longer in order to attend the Red Lion event, either arriving earlier

[2] Note: The Waterfront Area is defined by the City to mean the area south of U.S. 101, from Santa Barbara Harbor to the Andree Clark Bird Refuge.

or staying later. This "capture and retention" factor may thus actually work to reduce the pre- and post-event traffic.

4. Peak Hour Restrictions

A. Existing Condition: Development Plan and Modification Conditions #4 and 5 state as follows:

"4. The conference center shall be closed to non-hotel guests on summer Sunday afternoons (June-September), and any other day when the peak hour trips exceed 360. The determination of when these alternate closure times would occur is subject to the determination of the Director of Public Works, based upon monitoring by the Transportation Staff.

"5. Hotel and conference center activities shall be scheduled for arrival and departure time at off-peak hours. Activities shall be scheduled so that arrival and departure times do not coincide with arrival and departure times of other activities."

B. Request: Red Lion requests that Conditions #4 and #5 be *deleted*.

C. Rationale: Condition #4 is based upon a development regulation in the Specific Plan. Specifically, Section VII.A.1 of the Specific Plan limited development of Parcel A of the Specific Plan to that which would generate no more than 360 peak hour trips. However, this provision only applied "during the period that the City of Santa Barbara uses the 100 'deficiency points' system" of the Local Coastal Plan. Policies 11.2 and 12.1 of the Local Coastal Plan provide that the 'deficiency point' system would be applicable only until the Crosstown Freeway is completed[3]. Since the Crosstown Freeway has now been completed, this condition may be deleted, it is argued.

Condition #5 has created serious operational and enforcement problems for the Red Lion and the City, according to the applicant. It is very difficult for hotel management to ensure that persons attending conference center events do not arrive or depart during peak hours.

5. Bicycle Parking

A. Existing Condition: Development Plan Conditions #15.IV.A and B state as follows:

"A. One bicycle parking space for every seven automobile parking spaces will be provided. These spaces will be placed at convenient locations throughout the development.

"B. Fifty of the provided lockable employee bicycle parking spaces will be provided within an enclosed, covered area."

[3] See further discussion under Section 3.2.2 Local Coastal Program below.

B. Request: There are two requests to reduce the requirements for bicycle parking.

(1) Red Lion requests that Condition #15.IV.A. be revised to read as follows:

A. *"Twenty-five bicycle parking spaces shall be provided. These spaces shall be placed at convenient locations throughout the development."*

(2) Red Lion further requests that Condition #15.IV.B be revised to read as follows:

B. *"Not less than twenty-five lockable employee bicycle parking spaces shall be provided within a covered area. Additional spaces shall be provided if necessary."*

C. Rationale: With respect to Condition #15.IV.A., the current condition requires 133 bicycle parking spaces. On the basis of the Red Lion's experience, the required number of bicycle spaces far exceeds the demand. Hotel guests with bicycles generally store their bicycle in their room or in their car. Therefore, bicycle parking spaces are typically used only by persons using the Red Lion's restaurants or attending conference center events. The Red Lion's experience is that few of these persons travel to and from the Red Lion by bicycle. The hotel does, however, encourage use of rental bicycles and has established a relationship with Cycles 4 Rent, with a rental location at the Red Lion. Collateral advertising is located in each guest room as well as the lobby Concierge area to promote the Cycles 4 Rent services.

With respect to employee bicycle parking spaces, fewer than 20 hotel employees commute by bicycle. Although the Red Lion has provided 50 covered bicycle parking spaces for employees, most of them are not used. The hotel does encourage employees to commute by bicycle, however, and offers the use of showers and lockers as well as the covered bike spaces for their workers. No other financial incentives are offered, however, to encourage bicycle use. If employee bicycle parking demand does exceed the 25 spaces proposed, the Red Lion will provide additional spaces.

6. Shuttle Van Condition

A. Existing Condition: Development Plan Condition 15.III.B provides as follows:

"A minimum of six Hotel vans will be provided to transport individual guests or small groups of guests, conference participants, and employees between the Hotel and the airport, train station, bus depot, other hotels and local points of interest."

B. Request: Red Lion proposes that this condition be revised to read as follows:

"A shuttle service to the airport, train depot, bus depot, and other hotels shall be provided."

C. Rationale: The Red Lion's experience is that six vans far exceeds the demand. Typically, the hotel uses two shuttles to and from the airport and the train depot. Guests are informed of the service upon making reservations; conference center guests are also provided information about the shuttle service when they register for conferences. In addition, the hotel makes this shuttle service available for guests staying in other hotels or motels, as required by Parking Modification Condition #6, and also charters buses when necessary for large groups of conference attendees.

Instead of specifying the number of vans to be provided, the revised condition would merely require that complimentary shuttle service be available. This condition would permit the Red Lion to meet the demand for shuttle service when needed by renting or chartering vehicles in the most efficient manner they choose, instead of being required to maintain six Hotel vans for that purpose.

Table 3-2 below provides a summary of the requested changes in the conditions:

Table 3-2: Summary of Proposed Request

Existing Conditions	Proposed Conditions
Conference Center Capacity Limitations DP Cond. 3 and MOD Cond. 3: "... The conference center capacity shall not exceed 1000 persons at any time."	These conditions would be eliminated so that there would be no overall limitation on maximum capacity other than provided by the Fire Code.
Limitations on Non-Hotel Guests Using the Conference Center DP Cond. 6 and MOD Cond. 7: "No more than 500 persons not residing at the Hotel shall be permitted to attend Hotel conferences."	This limitation would be increased to 1,200 non-hotel guests. When combined with no overall capacity limitation, the total usage of the conference center could exceed 1,800 persons, assuming that the majority of the hotel guests are also attending a conference center at the hotel. Fire Code occupancy limitations are shown in Table 3-1 above.
Start and End Times for Conference Center Activities DP & MOD Cond. 4 - "The conference center shall be closed to non-hotel guests on summer Sunday afternoons (June-September) and any other day when the peak hour trips exceed 360. The determination of when these alternate closure times would occur is subject to the determination of the Director of Public Works based upon monitoring by the Transportation Staff." DP & MOD Cond. 5 - "Hotel and conference center activities shall be scheduled for arrival and departure times at off-peak hours. Activities shall be scheduled so that arrival and departure times do not coincide with arrival and departure times of other activities." The Development Plan Condition includes an additional sentence: "Peak hours shall be specified by the Director of Public Works." These "peak hours" have been set at 4:00 pm to 6:00 pm on weekdays and 1:00 pm to 4:00 pm on weekends.	These conditions would be deleted.
Special Events There are presently no conditions that allow special events that exceed the Conference Center capacity limitations.	DP Cond. 16 (New) & MOD Cond. 10 (New) - The Hotel may hold six special events annually which exceed the non-hotel guest (or local) limitations. Four of these special events may be held only with the approval of the City's Community Development Director. Not less than 90 days prior to the event, the Hotel shall submit a parking plan to the City describing the manner in which the vehicles of persons attending the event can be parked without adversely impacting the area. The City shall act upon the request within 30 days of receipt. Up to two of the six special events may be held during other community events based in the Waterfront Area with no parking plan required.

Continued on next page

Table 3-2, cont.

Existing Conditions	Proposed Conditions
Van and Shuttle Service Requirements MOD Cond. 9.B - "A shuttle service to the airport, train depot, bus depot, and other hotels shall be provided." DP Cond. 15.III.B -- "A minimum of six hotel vans will be provided to transport individual guests or small groups of guests, conference participants, and employees between the hotel and the airport, train station, bus depot, other hotels, and local points of interest."	The Development Plan condition would be revised to require van and shuttle services to be provided based on need. Most of the time, no more than two vans are required to meet the needs of the hotel. Additional vans or other equivalent services would be leased by the hotel on an as-needed basis
Bicycle Parking Requirements MOD Cond. 9.C - "One (1) bicycle parking space for every seven (7) automobile spaces shall be provided. In addition, lockable employee bicycle parking spaces shall be provided within an enclosed, covered area. All bicycle rack areas shall be located in an area within direct view of security personnel." Development Plan Condition 15.IV. A and B: "Utilization of bicycles will be encouraged through the following measures: "A. One bicycle parking space for every seven automobile parking spaces will be provided. "B. Fifty of the provided lockable employee bicycle parking spaces will be provided within an enclosed, covered area."	The number of required bicycle spaces would be reduced from 133 (930÷7) to 50, including the 25 employee spaces discussed below. This requires a modification of the parking requirements. The number of required employee bicycle spaces would be reduced from 50 to 25, with a provision that requires that additional spaces be added if the number of employees riding bicycles increases.

Source: Initial Study

3.3 CONSISTENCY WITH THE GENERAL PLAN, LOCAL COASTAL PLAN, AND ZONING

"Consistency" of any project is determined with respect to adopted General Plan elements, specific plans, zoning ordinances, and other applicable policies. Because the final determination as to consistency is made by the City Planning Commission and Council, all references to consistency in this section are described as *"potentially consistent"* or *"potentially inconsistent."*

3.3.1 General Plan

The site is designated "Hotel and Related Commerce I" in the City's Land Use Element, which permits and, indeed, encourages the hotel and conference center. The site of the Red Lion has been envisioned as a major hotel site for many years, and was specifically called out in the 1964 Land Use Element.

Policy 1.1 of the General Plan Land Use Element provides a nonresidential growth cap from 1990 through 2010 of 3 million square feet, and allocates this cap among five categories of nonresiden-

tial development. Since the proposed project does not propose any increased floor area -- only a more intensive use of existing floor area -- it is *potentially consistent* with this policy of the Land Use Element.

Policy 3.4 of the Land Use Element states:

- "Recognize the City of Santa Barbara as part of a regional economic base within the South Coast."

The proposed project appears to be *potentially consistent* with this policy of the Land Use Element. The proposed project would enhance the regional economic function of the City.

Consistency has also been reviewed with respect to other elements of the General Plan that are presented with the Land Use Element, including the Parks and Recreation Element, the Open Space Element, and the Scenic Highways Element. None of the policies within these various elements appear to apply to this project. In addition, the project was reviewed against the Housing, Conservation, Noise, and Seismic Safety/Safety Elements; the same conclusion was reached.

3.3.2 Local Coastal Program

Various policies of the City's certified Local Coastal Program apply to this project. Policy 4.2 of the City's Local Coastal Program states:

> "New visitor-serving development permitted pursuant to Policy 4.1 [which establishes the HRC-I and II land designations] shall be:
>
> (1) Reviewed by the Architectural Board of Review or the Historic Landmarks Commission for compatible design;
>
> (2) Be consistent with the adopted LCP Visual Quality Policies;
>
> (3) Provide to the maximum extent feasible, public view corridors, open spaces, and pedestrian (and/or bicycle) walkways and facilities;
>
> (4) Provide adequate off-street parking to serve the needs generated by the development, and
>
> (5) Provide measures to mitigate circulation impacts associated with the project, including but not limited to coordination with the Redevelopment Agency's Transportation Plans for the area, provision of in-lieu fees, provision of bicycle facilities, or other appropriate means of mitigation."

Because there are no physical changes proposed as part of the project, the project is *potentially consistent* with parts (1), (2) and (3) of this policy. Based upon the analysis of traffic and circulation impacts of the project in Chapter 5 of this Supplemental EIR (see below), the project would result in significant parking and traffic impacts in the area; however, these impacts can be successfully mitigated through proposed mitigation measures or project alternatives. Because there are no significant unmitigated traffic impacts, the project appears to be *potentially consistent* with this policy.

Policy 4.6 of the LCP states:

> "The 'Southern Pacific Property' (that area roughly bounded by Milpas Street and Punta Gorda Street on the east, Cabrillo Boulevard on the south, the City parcel located at the approximate extension of Garden Street on the west, and the existing Southern Pacific Railroad right-of-way on the north) shall be designated for a mixture of visitor-serving uses and recreational opportunities and planned as an integral unit in order to minimize potential circulation, visual, and other environmental impacts."

The policy goes on to require submittal of a specific plan for the area. This Specific Plan has been prepared and approved for this parcel and adjacent parcels to the west. The Waterfront Hotel Specific Plan includes requirements for visual open space in front of the Red Lion Resort, as well as additional park space on the parcels to the west. The Plan also calls for the construction of a 150 room luxury hotel across Salsipuedes Street from the Red Lion Resort. Because the Specific Plan covers the issues outlined in this policy, the project appears to be *potentially consistent* with the policy. Additional discussion of project consistency with the Specific Plan is included below.

Policy 11.2 of the LCP states:

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

Since the crosstown freeway was constructed and has been operational since 1991, this policy is no longer applicable. (See discussion of policy 12.1 below).

Policy 11.5 of the LCP states:

> "All new development in the waterfront area, excepting Stearns Wharf, shall provide adequate off-street parking to fully meet their peak needs. Parking needs for individual developments shall be evaluated on a site-specific basis and at a minimum be consistent with City Ordinance requirements."

On the basis of the analysis of parking impacts resulting from the proposed project in Section 5.2 below, it would appear that the project is *potentially inconsistent* with Policy 11.5 of the LCP.

Parking demand would exceed available capacity in the hotel's lot during peak-use periods, or at least during "special events" when the limits on conference center use would be lifted altogether. Mitigation measures are proposed, however, that would provide for remote parking, shuttles, and traffic control plans to provide that surplus parking demand will be accommodated off-site for all such events. As a result, it is determined that the project is *potentially consistent* with this policy.

Policy 12.1 of the LCP states:

> "During the period preceding the completion of the improvements to the signalized section of U.S. 101, the City shall use a refined version of the "Decision Matrix-Diverted Traffic"... to allocate "deficiency points" and shall not approve developments during this period which cumulatively would total greater than 100 points (Policy 11.2) The priority of development which can be approved during this period shall be consistent with the priorities of Section 30254 of the Coastal Act."

The Crosstown Freeway has been completed; as a result, this portion of the LCP is no longer applicable. It is apparent, however, that not all of the circulation problems in this area have been resolved. Because the LCP does not speak to how traffic and circulation impacts are dealt with after completion of the Crosstown Freeway, the appropriate policies are found in the Interim Circulation Element of the General Plan, discussed below.

Policy 12.2 of the LCP states:

> "New developments within the City's Waterfront Area shall be evaluated as to a project's impact upon the area's: (1) Openness; (2) Lack of Congestion; (3) Naturalness; and (4) Rhythm."

With respect to the above criteria, the project has no effect on items 1, 3, or 4. The "Lack of Congestion" criterion, however, could be affected. This criterion is further defined as follows:

- "Protecting and maintaining the status of Cabrillo Boulevard as a scenic drive and grand boulevard by (1) controlling adjacent land uses so that they neither directly or indirectly exit on Cabrillo Boulevard so as to cause a need for additional traffic signals; and (2) focusing pedestrian activity, and facilities generating pedestrians, south of the Boulevard, to avoid the need for pedestrian crossings in the stretch of Cabrillo along Palm Park.

- "Protecting the uncongested quality of the waterfront by locating additional parking facilities to handle peak loads north rather than south of Cabrillo, with provision of shuttle bus service along the waterfront."

The project will not cause additional traffic (either pedestrian or vehicular) to generate a need for additional traffic signals in the portion of Cabrillo Boulevard impacted by the project. Both adjacent intersections, Calle Puerto Vallarta at Cabrillo and Salsipuedes at Cabrillo, already have

traffic signals and pedestrian crossings. Accordingly, the project is *potentially consistent* with Policy 12.2.

3.3.3 Interim Circulation Element

The Interim Circulation Element that is used for consistency analysis is comprised of various portions of the 1988 Circulation Element Update (CEU) which were expressly adopted on an *interim* basis by the City Council in Resolution 88-033. Those portions that are in effect consist of an overall Goal Statement; Policies 1.3, 1.5, 1.6, 1.9, 2.1 through 2.5, 3.1 through 3.5, and 4.3; and Implementing Strategies 1.6-1, 1.6-2, and 1.6-3.

According to Policy 1.3 of the Interim Circulation Element, the acceptable Level of Service (LOS) for any intersection is LOS C. The policy states:

> "New developments are only appropriate where they can be implemented without degrading operating conditions at any intersection to below level "C", or where reasonable and enforceable mitigation measures can be implemented by the development to meet these level of service goals."

Two intersections in this area currently exceed LOS C (0.77), and would be impacted by the proposed project. Project-generated traffic would contribute more than 0.01 to the volume/capacity (v/c) ratio at these intersections. Moreover, project-generated traffic would cause three other intersections to exceed LOS C (0.77) that otherwise fall within this threshold. Two of these three would stay within the threshold with projected "cumulative baseline" traffic, but not with project-related traffic; the third would soon be exceeding the threshold even without project-related traffic. (See Section 5.2 Traffic below, discussion starting on p. 5-14 for more detail). With proposed mitigation measures, however, all study intersections would be operating within the City's thresholds. On the basis of the findings of this section of this Supplemental EIR concerning existing and project-related impacts on the LOS of area intersections, it appears that the project is *potentially consistent* with the Interim Circulation Element.

Policy 2.1 of the Interim Circulation Element concerns parking, and states as follows:

> "The City shall ensure that new developments, including those projects that involve a change of use, provide for adequate offstreet parking to satisfy their parking demands that are unmet by other parking programs. ... The City shall also ensure that the developments provide for the implementation of programs to encourage the use of alternative modes of transportation."

Based upon the results of the traffic and parking study in Chapter 4 of this Supplemental EIR, the hotel's parking lot capacity *would* be subject to a significant impact as a result of the proposed increase in intensity of use. It is estimated that the proposed project may cause occasional exceedance of the parking lot capacity by about 120 vehicles. Mitigation measures and

alternatives are proposed, however, that would provide that the project is *potentially consistent* with the policy. (As to the alternative transportation programs required by the last sentence of this policy, the project appears to be *potentially consistent* with the policy; see below).

Alternative Transportation Policy 3.1 also applies to the project:

> "3.1 The City shall facilitate the use of the bicycle as a significant mode of transportation in the city."

The hotel's existing bicycle program is briefly described in Section 3.2 above (Item 5 of the Project Description). The proposed project would reduce available bicycle parking at the hotel, which would appear to be potentially inconsistent with the City's Policy 3.2. On the other hand, this policy does not propose any fixed standard by which to judge the project's consistency. The hotel does not propose to eliminate bicycle parking, but rather to base the number of spaces on the demand that has been experienced over their first 10 years of operation. The City would not necessarily require that all 133 spaces in the original requirement be maintained, in order to sustain consistency with this policy. The proposed reduction to 25 bicycle parking spaces would appear to be sufficient for the hotel's needs, based upon its history to date; thus it is *potentially consistent* with the policy.

Policy 3.4 from the Interim Circulation Element also applies to the project:

> "3.4 The City shall encourage an aggressive ride sharing program and other mechanisms to reduce dependence on single-occupant automobiles as a primary transportation mode."

With respect to Policy 3.4, there are several requirements regarding alternative transportation that are currently applicable to the project. These include, for example, the following:

1. At least 10% of the employee parking spaces shall be reserved for carpool spaces (Parking Modification Cond. 9.F).

2. Bus passes must be provided free to employees who wish to ride the bus (DP Cond. 15.IV.A)

3. The hotel management will set up and administer a carpool program through the County Ride Sharing Program. The County's Ride Sharing Program personnel meet with hotel employees to explain the program and the benefits of carpooling, and management refers new employees to the County Ride Sharing Program in order to promote ride-sharing. (DP Condition 15.V.A)

None of the above conditions are proposed for modification. Their effectiveness will be discussed further in Chapter 5 below. Based upon that discussion, it appears that the proposed project is *potentially consistent* with the TDM policy in the Interim Circulation Element.

Other adopted interim policies in the Circulation Element are generally not applicable to the proposed project.

3.3.4 Park Plaza Specific Plan

The Park Plaza Specific Plan was originally adopted in 1981 and amended in 1994. There are three main parcels included in the Specific Plan (see Figure 2 above). The Red Lion is on Parcel A, which allows the development of a hotel and conference center and related facilities. There are no specific limitations on the capacity of the conference center included in the Specific Plan. However, for Parcel A, the following Traffic and Circulation standard was included in the Specific Plan:

> "During the period that the City of Santa Barbara utilizes the 100 point 'deficiency points' system (Policy 11.2 and 12.1 of the adopted Local Coastal Plan) as one of the criteria in the evaluation of proposed developments within the Waterfront Area, the City shall not permit development within Parcel A of Specific Plan 1 that will generate traffic that exceeds a cumulative total of 20 deficiency points or 360 p.m. peak hour trips (in plus out) as determined by the Department of Public Works."

As discussed above, this deficiency point system is no longer in use, as a result of construction of the crosstown freeway. Therefore, the project would be *potentially consistent* with this requirement.

The Specific Plan goes on to discuss parking, as follows:

> "Developer shall provide parking in accordance with the minimum City ordinance requirements. However, parking needs for individual development may be evaluated on a site/use-specific basis. Parking shall be provided to meet peak parking needs as justified through written evaluation by the applicant and reviewed by the Transportation and Parking Manager and/or Planning Commission. New development may, based upon site/use-specific considerations, be required to provide parking in excess of the minimum ordinance requirements. In the case that parking needs are determined to be less than minimum ordinance requirements, the Planning Commission may approve a Modification Application."

A Parking Modification was approved for the project in 1981. It included conditions, as discussed in the Project Description above, that limit the capacity of the Conference Center. The applicant is proposing to change this limitation. As discussed in Section 5.4 Parking and Internal Circulation of this Supplemental EIR, it appears that there is a deficit of 120 parking spaces would exist during peak-period usage for the proposed change to the project; however, mitigation measures are presented that would eliminate this deficit. If the proposed mitigation measures prove to be infeasible, a project alternative is also proposed that would eliminate the parking deficit. Therefore, the project is *potentially consistent* with this provision of the Specific Plan.

Finally, it should be noted that Charter Section 1508 and Municipal Code Section 28.87.300 prohibit approval of projects which include new square footage and which result in Class I (significant and unavoidable) impacts on traffic. In addition, in order to approve the project under this Section, it is necessary to find that "resources are available and traffic improvements will be in place at the time of project occupancy." However, this project qualifies as a "Revision to an Approved Project" which does not result in an increase in square footage and, therefore, a statement of overriding considerations for traffic impacts and the timing of improvements can be made. Because the project's air quality impacts are not mitigated, it may be *potentially inconsistent* with these requirements unless it is determined that there are overriding considerations that justify approval of the project.

3.3.3 Zoning Ordinance

The property is zoned "HRC-1, S-D-3: Hotel and Related Commerce 1, and Coastal Overlay Zone" (see Figure 5 below). The HRC-1 zone provides for the hotel and conference center as a primary permitted use. The Coastal Overlay zone requires that the project be evaluated for consistency with the Local Coastal Program (see above). The project would be *potentially consistent* with this zoning.

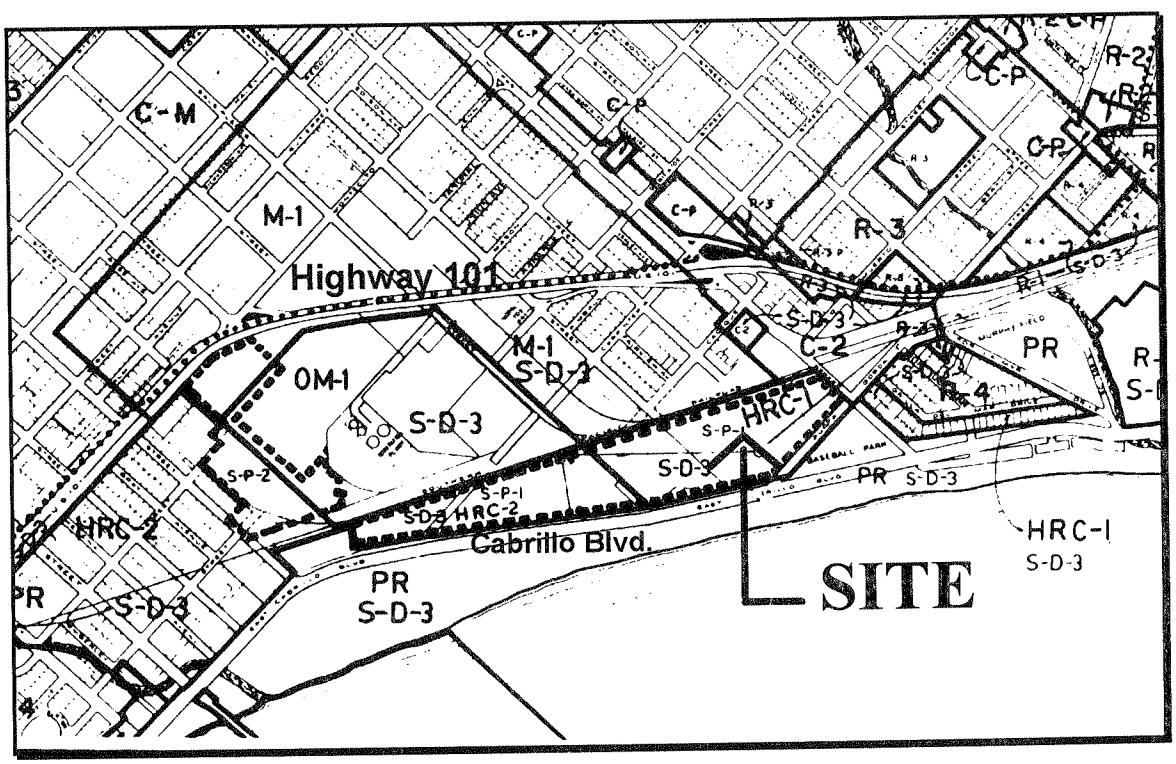


Figure 5: Zoning Districts
Source: City of Santa Barbara

4.0 ENVIRONMENTAL SETTING

This chapter will present the existing regional environmental setting for the project. The following chapter will provide more detail as to the setting with respect to air quality, traffic circulation, and parking, as well as environmental impacts resulting from the proposed project and mitigation measures needed to reduce any identified significant impacts.

4.1 REGIONAL SETTING

Santa Barbara had a 1990 population of 85,571, according to the U.S. Census. As of January 1, 1995, the State Department of Finance estimated the City's population to be 90,218. As the largest city and the County seat, Santa Barbara serves as the dominant center of business, tourism, culture, and government for Santa Barbara County. To the west (up the coast) lies the unincorporated community of Goleta; to the east (down the coast) are Montecito and Carpinteria. The overall 1990 Census population of the South Coast area encompassing these communities is about 191,400 persons.

The Red Lion Resort and Conference Center is located in the City's Waterfront Area "neighborhood," which is generally defined as the area south of U.S. 101, and lying between the Harbor on the west and Andree Clark Bird Refuge on the east. Public land uses in this area are dominated by the beach and Chase Palm Park along Cabrillo Boulevard, which extends adjacent to and south of the project. Immediately to the east of the project site, across Calle Puerto Vallarta, lies Cabrillo ballfield. The Santa Barbara Zoological Gardens anchor the east end of this neighborhood, on a knoll overlooking the beach to the west and the bird refuge to the east. The parking lot for the zoo lies at the westerly foot of this knoll, just over 1,000 feet from the Red Lion property.

Private land uses within this area are primarily devoted to visitor-serving commercial uses such as hotels, restaurants, and recreation support activities. To the north is the Southern Pacific Railroad tracks and across Milpas Street is a produce store. Land uses north of the railroad tracks are primarily industrial and service-commercial, and include the City's Wastewater Treatment Plant.

Figure 6 on the following page shows the general street system and major landmarks surrounding the Red Lion Resort property.

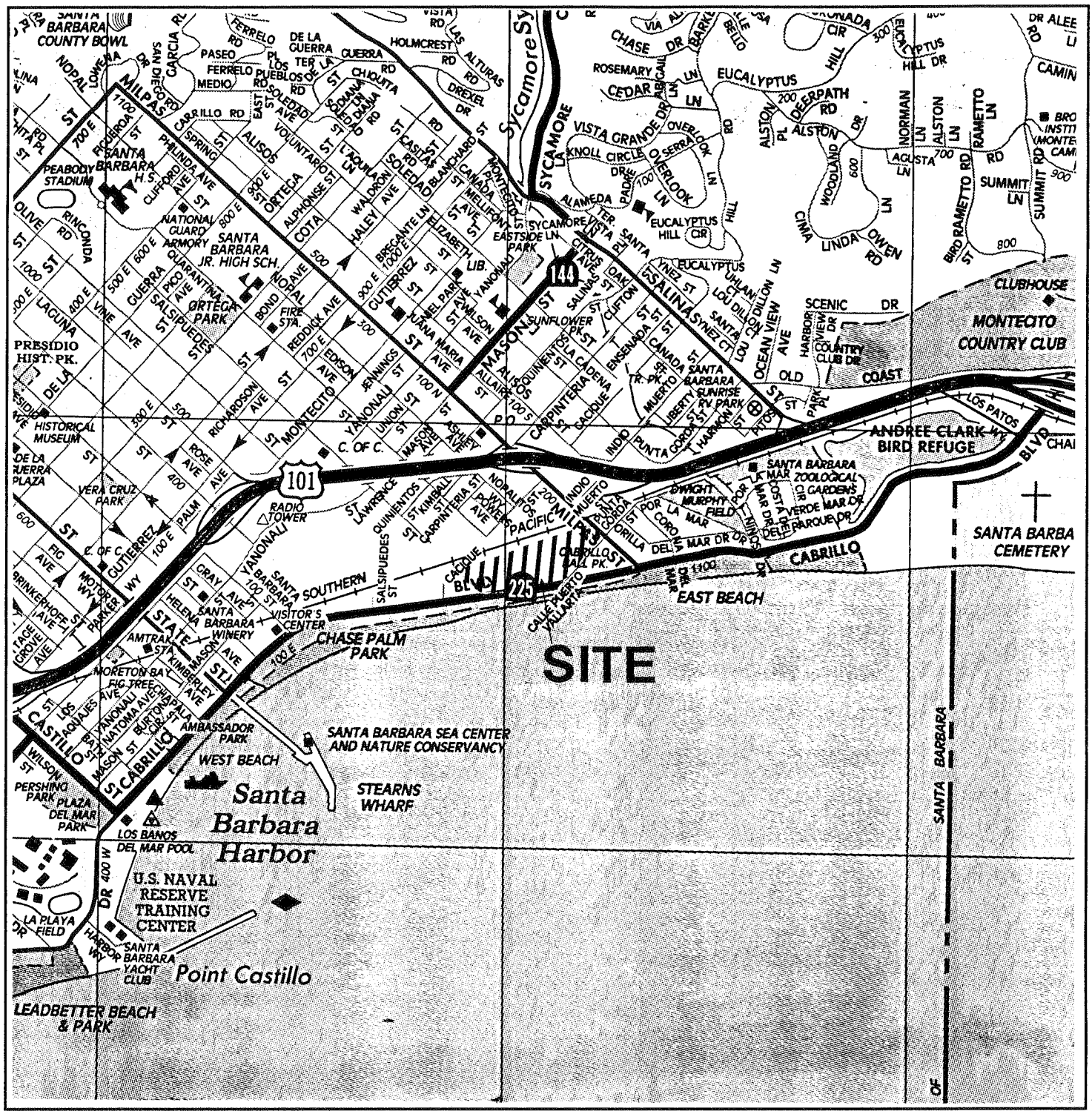


Figure 6: Street System Surrounding Project
Source: City of Santa Barbara, Perspective Planning

5.0 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

5.1 AIR QUALITY

This section is based upon a study of air quality impacts by the PRA Group, Inc. of San Luis Obispo. The air quality study was performed for this Supplemental EIR under contract with Perspective Planning. The full text of the PRA Group report can be found in Appendix D of this Supplemental EIR.

5.1.1 Environmental Setting

The Red Lion Resort occupies a prominent site in the Waterfront Area of the City of Santa Barbara. The site forms the north side of Cabrillo Boulevard between Salsipuedes Street on the west, and Calle Puerto Vallarta and Milpas Street on the east. Cabrillo Boulevard is a four-lane arterial street running along the Pacific Ocean shoreline in this portion of the City. To the south, across Cabrillo Boulevard, is Chase Palm park and the beach. Land uses in the Waterfront Area along the north side of Cabrillo Boulevard consist primarily of motels and resort hotels.

5.1.1.1 Sensitive Receptors

In addition to motels, several blocks east of Milpas Street also contain permanent residential areas including a few detached single family residences, condominiums and apartments. The air quality analyst studied ambient air quality impacts upon these residential areas, since people living in these areas would experience chronic exposures to any air pollutants present.

Several parks and recreation areas are located in the vicinity. Of these, the two park areas located closest to the traffic congested areas likely to be affected by the project are: 1) The baseball diamonds and associated facilities in the triangle bounded by East Cabrillo, Calle Puerto Vallarta, and Milpas Street; and 2) The baseball diamonds and park facilities at Dwight Murphy Field, just east of Por La Mar Drive. The air quality study analyzed these areas as "sensitive receptors," because younger persons who are more susceptible to the effects of air pollution frequent these areas.

The beach areas and other park and recreation facilities located along East Cabrillo Boulevard would be much less affected by the accumulation of vehicle air pollutants, because they are not surrounded by, or typically downwind from, congested intersections, as are the two park areas mentioned above.

Other residential areas were also studied for ambient air quality impacts. These include the residential neighborhoods along Castillo Street, approximately one mile southwest from the pro-

ject site, and the residential neighborhoods north of Highway 101. The areas along Castillo Street were not studied in detail for two reasons: (1) In general, the peak hour traffic volumes in this area are similar to or lower than those to the east of the project site; and (2) The contribution of the project to the peak hour volumes at the Castillo Street intersections is somewhat lower than to the intersections in the Milpas Street vicinity. These intersections along Castillo Street were also eliminated from detailed study in the project traffic report. The residential neighborhoods north of Highway 101 are not likely to be noticeably affected by peak-hour air pollution from intersections in the project vicinity, due to the influence of the freeway structure and the traffic volumes of the freeway.

Prevailing wind direction was generally not the major factor in the selection of the "sensitive receptor" locations, because all of the modelling work was done to identify automatically the worst case wind angle. Nonetheless, the sensitive receptor locations chosen for this study are generally downwind from streets and intersections impacted by the project; other locations not chosen as receptor locations are, for the most part, upwind.

Figure 6 in Section 4.1 above shows the project location relative to the surrounding street system and the residential area. Streets in the project vicinity that were analyzed in detail for the air quality report include the following: Highway 101, Cabrillo Boulevard, Milpas Street, Calle Puerto Vallarta, Indio Muerto Street/Milpas to 101 Southbound On-Ramp, Salsipuedes Street, and Santa Barbara Street (see Section 5.2.1 below for detailed descriptions of these streets). Other streets in the vicinity are important from a traffic circulation viewpoint, but are at some distance from the residential area described above. These include Garden Street and State Street, which are described in the traffic report prepared by Omni-Means, but are not analyzed in detail here.

5.1.1.2 Climate and Meteorology

The accumulation of air pollutants and their dispersion within the community are influenced by the local climate and weather patterns. Santa Barbara has a Mediterranean climate with warm dry summers and cooler, relatively damp, winters. With the influence of the Pacific Ocean, temperatures are mild throughout the year, ranging from an average minimum of around 40° F during the winter to an average maximum of 70° F during the summer along the coast. A persistent high pressure area is located off the Pacific coast. Most rain storms approach from the northwest, but the high pressure zone causes many storms to move inland before they reach Santa Barbara leading to clear skies throughout most of the year. Those storms which do reach the area generally occur during the rainy season from October to March. Along the coast, the annual rainfall ranges from 10 to 18 inches.

The proximity to the Pacific Ocean also causes frequent fog and low clouds during the night and morning hours of the late spring and early summer months. The prevailing winds in the larger region are generally from the northwest, but the changing orientation of the coastline from north-south (north of Point Conception) to east-west (along the Santa Barbara coast) causes localized

eddies or counterclockwise air flows, which lead to highly variable winds in the Santa Barbara area. Most areas generally experience sea breezes (cool air from the sea to the land) during the daytime. During the nighttime, cooled air over the land descends from the higher inland areas to cause light breezes from the land to the sea. This usual pattern of the land-sea breezes is interrupted sometimes by other regional wind patterns, such as the "sundowners" which are dry winds blowing from the northeast.

The overall stability of localized air masses and heights of temperature inversions are other factors that influence the dispersion and accumulation of air pollutants within the area. These and other climate influences are all described in more detail by the Santa Barbara County Air Pollution Control District (SBCAPCD, Offsite Mitigation Program for Mitigating Air Quality Impacts, Manual of Procedures, 1994, p. 1)

5.1.1.3 Existing Air Quality: Criteria Pollutants

Federal and state regulations define air quality standards with respect to concentrations of certain pollutants that should not be exceeded over specified averaging times. The pollutants for which these standards are established are called criterion pollutants. The following paragraphs briefly describe the most important criterion pollutants that affect the region:

- Ozone (O_3). Ozone is an oxidant formed in the lower atmosphere (troposphere) through reactions of sunlight with so-called precursors" which include nitrogen oxides and certain organic compounds, which are commonly grouped as Reactive Organic Compounds (ROC). Ozone aggravates respiratory and cardiovascular ailments, damages agricultural crops and natural vegetation, and contributes to the degradation of plastics, paint, and other materials. In the upper atmosphere (stratosphere), however, ozone serves a beneficial role by absorbing harmful ultraviolet radiation from the sun.

- Fine Particulate Matter (PM_{10}). Particles of dust and suspended droplets (aerosols) in the air which have diameters less than 10 microns are called "fine" particulates. Fine particulates can be inhaled deeply into the lungs, as opposed to larger particulates that can be filtered out of the air by the body's respiratory system. Fine particulates can aggravate respiratory conditions, and contribute to the reduction in visibility through the air.

- Carbon Monoxide (CO). Carbon monoxide is an odorless, tasteless, and colorless gas that is produced by incomplete combustion. It is emitted directly by cars, trucks, and all internal combustion engines, as well as by fires, industrial processes, and stationary fuel combustion such as in portable heaters. Carbon monoxide reduces the ability of blood to carry oxygen to body tissues, which can lead to drowsiness, unconsciousness, and, in large amounts, death. Carbon monoxide is generally not a problem in the Central Coast, but it can accumulate in highly congested areas, causing carbon monoxide "hot spots."

Other criterion pollutants, which are generally not considered to represent major problems in the region, include nitrogen dioxide (related to total nitrogen oxides or NOx), sulfur dioxide, hydrogen sulfide, and lead. In addition, the state has set standards for suspended sulfates and visibility. Table 5-1 below summarizes the Ambient Air Quality Standards (AAQS) which are established by the California Air Resources Board (CARB), and those established on the national level.

Santa Barbara is within the South Central Coast Air Basin, which includes San Luis Obispo, Santa Barbara, and Ventura Counties. In Santa Barbara County, the administration of air quality planning and regulations is performed by the Santa Barbara County Air Pollution Control District (APCD). The Santa Barbara County portion of the air basin is considered a non-attainment area for both federal and state ozone standards, although formal violations of the federal limit did not occur during the most recent three year period for which data are available (1991-1993). The state standards for 24-hour and annual PM_{10} concentrations are violated in the County. A more detailed discussion of the attainment status by portions of the air basin is presented by the Santa Barbara APCD (1994:2-6 through 2-20).

The California Air Resources Board and the Santa Barbara APCD maintain a network of air quality monitoring stations, known as the State and Local Air Monitoring System (SLAMS). Other stations are also maintained by private companies under the supervision of the APCD as requirements on their operating permits. Nearby stations from which data are available include the following:

- Goleta, approximately 8 miles west of project site
- Santa Barbara-3, on West Carrillo approximately 1.25 miles west northwest of site
- Carpinteria, on Gobernador Canyon Road, 11.5 miles east southeast of site

Location	Pollutants Monitored
Goleta	O_3, CO, NO_2, SO_2, TSP
Santa Barbara-3	O_3, CO, NO_2, PM_{10}, COH
Carpinteria	O_3, NO_2

Table 5-2, on the following pages, presents monitoring results from these stations for the last four years.

Besides the criteria pollutants noted above, federal and state regulations also exist to identify and control the amounts of trace compounds in the air which are known to be toxic. Most of these non-criteria pollutants are trace organic compounds, although asbestos, metals, and other materials are also included. For these toxic air contaminants, there are no specific ambient air quality standards. Instead, installations which emit these compounds are required to estimate and monitor their emissions and, in some cases, to prepare health risk assessments and appropriate control plans. Since the Red Lion Resort is not a major potential source of toxic air emissions, these substances will not be considered further in this report.

Table 5-1: Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards (1) Concentration (3)	National Standards (2)	
			Primary (3,5)	Secondary (3,6)
Ozone	1 hour	0.09 ppm (180 µg/m3)	0.12 ppm (235 µg/m3)	Same as Primary Stnd.
Carbon monoxide	8 hour	9.0 ppm (10 mg/m3)	9 ppm (10 mg/m3)	
	1 hour	20 ppm (23 mg/m3)	35 ppm (40 mg/m3)	
Nitrogen dioxide	Annual Average		0.053 ppm (100 µg/m3)	Same as Primary Stnd.
	1 hour	0.25 ppm (470 µg/m3)		
Sulfur dioxide	Annual Average		80 µg/m3 (0.03 ppm)	
	24 hour	0.04 ppm (105 µg/m3)	365 µg/m3 (0.14 ppm)	
	3 hour			1300 µg/m3 (0.5 ppm)
	1 hour	0.25 ppm (655 µg/m3)		
Suspended Particulate Matter (PM10)	Annual Geometric Mean	30 µg/m3		
	24 hour	50 µg/m3	150 µg/m3	Same as Primary Stnd.
	Annual Arithmetic Mean		50 µg/m3	
Sulfates	24 hour	25 µg/m3		
Lead	30 day average	1.5 µg/m3		
	Calendar Quarter		1.5 µg/m3	Same as Primary Stnd.
Hydrogen Sulfide	1 hour	0.03 ppm (42 µg/m3)		
Vinyl chloride (chlorethene)	24 hour	0.010 ppm (26 µg/m3)		
Visibility Reducing Particles	8 hour (10 am to 6 pm, PST)	Extinction coefficient <0.23/Km (8)		

Notes on following page.

Table 5-1, Ambient Air Quality Standards (continued)

This table is adapted from the California Air Resources Board, ARB Fact Sheet 39, dated 11/91. The original table also includes columns for analytical methods to be used in measuring various pollutant concentrations, and it includes special standards for carbon monoxide and visibility reducing particles applicable only in the Lake Tahoe Air Basin. These notes are adapted from the applicable footnotes from the original table.

1. California standards for most pollutants are values that are not to be exceeded. This standard applies to the following:

ozone	nitrogen dioxide
carbon monoxide	suspended particulate matter
sulfur dioxide (1- and 24-hour standards)	visibility reducing particles.

For other pollutants, the stated concentrations are not to be equaled or exceeded. This standard applies to the following:

sulfates	vinyl chloride
lead	carbon monoxide (Lake Tahoe Basin only)
hydrogen sulfide	

The visibility standard for the Lake Tahoe Basin is also more stringent (extinction coefficient of 0.07 per kilometer) than for other basins in the state.

2. National standards, except those for ozone or based on annual averages or arithmetic means, are values that are not to be exceeded more than once per year. For ozone, the expected number of days per calendar year with maximum hourly average concentrations above the standard must not exceed one.

3. Abbreviations for concentration units are as follows:

ppm	parts per million, by volume
$\mu g/m^3$	micrograms per cubic meter
mg/m^3	milligrams per cubic meter

All concentrations are expressed first in the units in which they were promulgated. Equivalent units are provided in parentheses, based on a reference temperature of 25 degrees Celsius, and a pressure of 760 mmHg.

4. The original footnote 4 dealt with analytical methods.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health. Each state must attain the primary standards no later than three years after that state's implementation plan is approved by the Environmental Protection Agency (EPA).

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. Each state must attain the secondary standards within a "reasonable time" after the implementation plan is approved by the EPA.

7. The original footnote 7 dealt with analytical methods.

8. The full standard reads as follows:

> In sufficient amount to product an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70 percent.

This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range when relative humidity is less than 70 percent.

Table 5-2: Air Quality Data from Nearby Monitoring Stations, 1989-1993

Pollutant and measurement	Year 1989	1990	1991	1992	1993
Ozone (Santa Barbara-3)					
highest 1 hour concentration during year (ppm)	0.22	0.14	0.10	0.13	0.09
hours exceeding state stnd. (0.09 ppm)	17	10	2	10	0
days exceeding federal stnd. (0.12 ppm)	2	1	0	1	0
Ozone (Goleta)					
highest 1 hour concentration during year (ppm)	0.15	0.11	0.11	0.13	0.11
hours exceeding state stnd. (0.09 ppm)	22	13	9	35	11
days exceeding federal stnd. (0.12 ppm)	2	0	0	1	0
Ozone (Carpenteria)					
highest 1 hour concentration during year (ppm)	0.10	0.13	0.12	0.14	0.12
hours exceeding state stnd. (0.09 ppm)	1	10	19	27	14
days exceeding federal stnd. (0.12 ppm)	0	1	0	2	0
Carbon monoxide (Santa Barbara-3)					
highest 1 hour concentration during year (ppm)	11	11	9	12	9
2nd highest 1 hr. concentration during year (ppm)			9	11	9
hours exceeding state stnd. (20.0 ppm)	0	0	0	0	0
days exceeding state 8-hour stnd. (9.0 ppm)	0	0	0	0	0
Carbon monoxide (Goleta)					
highest 1 hour concentration during year (ppm)	7	9	6	5	4
2nd highest 1 hr. concentration during year (ppm)			5	5	3
hours exceeding state stnd. (20.0 ppm)	0	0	0	0	0
days exceeding state 8-hour stnd. (9.0 ppm)	0	0	0	0	0

Table 5-2, Air Quality Data (continued)

Pollutant and measurement	Year 1989	1990	1991	1992	1993
PM10 (Santa Barbara-3)					
highest 24 hour average ($\mu g/m^3$)	83	96	96	51	58
no. of samples exceeding state stnd. (50)/ no. of observations.	13/49	4/59	8/56	1/58	1/59
no. of samples exceeding fed. stnd. (150)	0	0	0	0	0
annual geometric mean ($\mu g/m^3$) (state stnd. 30)	40.8	34.5	33.5	28.8	27.0
violate state annual stnd.	yes	yes	yes	no	no
annual arith. mean ($\mu g/m^3$) (fed. stnd. 50)	42.9	36.8	36.6	30.5	28.5
violate fed. stnd.	no	no	no	no	no
PM10 (Goleta)					
highest 24 hour average ($\mu g/m^3$)	119	nr	nr	nr	nr
no. of samples exceeding state stnd. (50)/ no. of observations.	1/8	nr	nr	nr	nr
no. of samples exceeding fed. stnd. (150)	0	nr	nr	nr	nr
annual geometric mean ($\mu g/m^3$) (state stnd. 30)	29.3	nr	nr	nr	nr
violate state annual stnd.	no				
annual arith. mean ($\mu g/m^3$) (fed. stnd. 50)	37.6	nr	nr	nr	nr
violate fed. stnd.	no				

Source: California Air Resources Board (CARB). California Air Quality Data, Annual Summaries for 1989-1992. Vols. XXI, XXII, XXIII, XXIV, and XXV. CARB, Sacramento, CA.

5.1.1.4 Regulatory Framework

Air quality and the emissions of air pollutants are regulated at the federal, state, and local level. At the federal level, the Environmental Protection Agency enforces the statutes and regulations associated with the Federal Clean Air Act involving the federal Ambient Air Quality Standards for criterion pollutants (discussed above). The Federal Clean Air Act required each designated area that has not attained the federal ambient air quality standards to prepare and implement an attainment plan by December 31, 1987. In Santa Barbara County, the first Air Quality Attainment Plan was prepared in 1979, and then was revised in 1982. The southern portion of Santa Barbara County did not attain the federal ozone standard by the 1987 year-end deadline. The County prepared a 1989 Air Quality Attainment Plan and submitted it to the California Air Resources Board, for incorporation into the State Implementation Plan (SIP). At the time, the federal ozone non-attainment status only applied to the southern portion of the county, so Northern Santa Barbara County was not included in the 1989 AQAP. In July, 1991, however, all of Santa Barbara County, including the northern portion, was designated a federal non-attainment area for ozone.

The County APCD also published its 1993 Rate of Progress (ROP) Plan, as required by the Federal Clean Air Act Amendments of 1990. This report to the CARB demonstrated that, by 1996, existing and proposed control measures will reduce emissions of reactive organic gases to a level 15 percent below 1990 levels. The 1993 ROP Plan also identified contingency control measures that will be implemented automatically if the federal ozone standard is not achieved by 1996.

The California Clean Air Act requires each district to prepare and submit a plan to attain state ambient air quality standards and then update that plan periodically. The most recent Clean Air Plan was published by the Santa Barbara APCD in 1994. This Clean Air Plan fulfilled state requirements and remedied deficiencies identified by the U.S. EPA in the 1993 ROP Plan.

During May 1996, three violations of the Federal ambient air quality standards were recorded in Santa Barbara. These violations may result in the South Coast sub-area being reclassified from "Moderate" to "Serious" non-attainment status; however, the APCD has taken no action with respect to these violations to date.

Much of the focus in air quality planning is on better control of vehicle emissions and other non-point sources. Improved technology and continued reductions from point sources will remain important control strategies, but better land use planning and transportation management are becoming more important in air quality management. For this reason, transportation control measures are an important component in the overall planning of air quality in the region. Individual projects receive close scrutiny by local governments and by the APCD for their potential air quality impacts. A review of specific transportation control measures is presented by the Santa Barbara APCD (1994:5-1). Of the transportation control measures in place, or under consideration for adoption, the following are applicable to the Red Lion resort project:

Measure No.	Description
T-1,2	Trip Reduction Ordinance, applies to employers, adopted in the City of Santa Barbara (State legislation effective January 1, 1996, prohibits mandatory application of such ordinances on an overall basis).
T-3	Work schedule changes, applies to employers, voluntary
T-4	Area Wide Ridesharing, applies to employers and employees, voluntary
T-7	Traffic Flow Improvements
T-8	Parking management, parking ordinance adopted by the City of Santa Barbara

5.1.2 Environmental Impacts

5.1.2.1 Approach and Thresholds of Significance

The Santa Barbara County APCD has established thresholds of significance for classifying the impacts of air pollutant emissions from projects (Santa Barbara APCD 1996:4). Briefly summarized, the thresholds which are applicable to this project are as follows:

Pollutant	Threshold
Reactive organic compounds (ROC)	25 pounds per day
Nitrogen oxides (NOx)	25 pounds per day
Carbon monoxide (CO)	Any emission that would cause a violation of AAQS; that is, exceed 20 ppm in a one-hour period (California AAQS)

The approach used in this study involves two primary steps: First, the inventory of emissions from all new vehicle traffic will be developed and compared with the first two thresholds above. Then, in order to evaluate the project emissions relative to the CO threshold, estimates will be presented of the local CO concentrations associated with traffic at key intersections around the project. Estimates of daily and peak-hour traffic require, in turn, a number of key assumptions relative to the proposal, as described in the following section.

In using these thresholds, however, it is important to note that they were originally developed to be applied to the assessment of land uses that would generate air emissions on a regular, daily basis. The thresholds will apply toward the Red Lion Resort project, even though it is anticipated that there will only a few occasions annually where high emissions would be generated by peak traffic within the "Special Events" proposal. Thus, the emissions from the six "Special Events" will be compared to the 25 lbs/day threshold in the impact analysis below.

5.1.2.2 Estimated Trip Generation/Air Quality

The project consists of six discrete proposals, but only two of these were studied with respect to their impact on traffic -- and, therefore, on air quality: First, the proposal to raise the limit on non-hotel guests attending conferences from 500 to 1,200; and second, the removal of limits on non-hotel guests altogether during up to six "special events" annually. Other parts of the proposal were determined to have little or no impact on trip generation, as follows:

- The request to remove the overall limit of 1,000 on conference center use would have no practical traffic or air quality impacts, provided that some limits still remained in place as to the number of non-hotel guests attending conferences.

- Similarly, the air quality study did not address impacts resulting from the proposal to remove peak-hour restrictions. Deleting conditions related to peak hour traffic will have little effect on the total number of trips (and therefore on total emissions), only on the timing of those trips.

- Finally, the proposal to allow reduced numbers of bicycle racks would have only a marginal and unquantifiable impact on traffic and air quality. The same conclusion was reached with respect to the proposal to reduce the number of shuttle vans that the hotel must operate.

That part of the project which proposes to raise the limit from 500 to 1,200 non-hotel guests is expected to generate approximately 1,050 net new daily trips. The traffic report did not present results in terms of daily trips; however, Omni-Means has advised that the gross average daily trips (ADT) for a conference of 1,200 non-hotel guests is estimated to be about 1,800.[1] Pro-rating this figure for the added increment of 700 non-hotel guests would yield an estimate of 1,050 daily trips.

The traffic analysis also estimated impacts from a project involving up to six annual "special events" when the hotel has requested that no limits apply to the conference center use. At these times, it is estimated that approximately 2,870 non-hotel guests would be in attendance at the conference center, a number that is equal to the maximum posted fire capacity for the Plaza del Sol facility.[2] The gross ADT, again using the same factor as for regular conference events of about 1.5 times the total attendance, would be 4,300. The net new daily trips, after deducting 1.5 times the existing limit of 500 non-hotel guests, would be 3,550 trips.

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1 Personal conversation with George Nickelson, April 1, 1996.

2 Although it is theoretically possible for the conference center to accommodate more than 2,870 attendees, such a scenario is considered highly unlikely. The overall facility presents other constraints arising from the need to maintain sound hotel practices and reasonable conference facility management standards.

The emissions inventory of ROC and NOx (and other constituents) was estimated using URBEMIS5, an inventory model developed by the California Air Resources Board (CARB). URBEMIS5 generates estimates of total trip generation based on inputs of land use types and values. It then uses a data base of vehicle emission factors to develop the emissions inventory. The data base of vehicle emission factors is from the EMFAC7F emission factors program, also published by the CARB.

In order to use URBEMIS5 for this purpose, without involving more extensive computations, the "hotel" land use type was selected. Following this, the number of rooms provided to the model as input was selected purposefully to generate the ADT values described above. (In reality, the Red Lion resort has 360 hotel rooms). Other input values for the model were either default values or modified values published by the Santa Barbara APCD (1996:7). Results of the URBEMIS5 runs are presented in Appendix C, and are summarized below:

Table 5-3: Emissions Estimates for URBEMIS5 Model
for Expanded Red Lion Conference Center Use (lbs/day)

Request	ADT	TOG	ROC	NOx
Increase Limit from 500 to 1,200	1,050	12.24	11.22	10.06
Unlimited "Special Events"	3,550	41.45	37.93	34.07

Source: PRA Group, Inc. (Appendix D)
Note: The URBEMIS5 output for Total Organic Gases (TOG) was converted to ROC with a factor of 0.915 for 1997, from Santa Barbara APCD (1996:7).

The totals for ROC and NOx *do not exceed* the 25 lbs/day threshold established for these pollutants for the request to raise the limit from 500 to 1,200. For the "special events" part of the proposed project, however, vehicle emissions from the estimated 3,558 net new daily trips are considered a *significant* air quality impact. Estimated emissions of both ROC and NOx are expected to exceed the 25 lbs/day threshold.

As noted above, however, the exceedance of the 25 lbs/day threshold for the "special events" would be episodic in nature, not to exceed six annual events. While the estimated attendance at these events is 2,870 for "reasonable worst case" purposes, in reality it is likely that most such events would involve fewer persons. Any attendance level less than 2,070 persons would involve fewer than 2,360 net new daily trips, which would generate about 25 lbs/day and thus not exceed the threshold. These factors must be acknowledged in rendering this conclusion about the significance level.

An additional slight amount of air emissions would be associated with the consumption of electricity and natural gas by the project. These emissions are already associated with the operation of the existing resort, however. Since the scope of this analysis is limited to just the incremental increase in operations, the change in these operational emissions would be quite small.

5.1.2.3 Carbon Monoxide Dispersion Modelling

5.1.2.3.1 Model Inputs

Estimates of carbon monoxide concentrations in the project vicinity were prepared with the CALINE4 model developed by the California Department of Transportation (CALTRANS). The general procedures and assumptions used in the modelling of carbon monoxide dispersion are described by Wood and Benson (1988). In some instances, the Santa Barbara APCD (1996:8-9) prescribes more conservative assumptions. The Santa Barbara APCD values were used for all model runs.

Figure 7 below shows the layout of links and receptors used in the modelling. Each link is designated with an alphanumeric code identifying its endpoints. In every case, the Arabic numeral used in a link corresponds to the key intersection number assigned in the traffic report prepared by Omni-Means. Most of the links involved traffic movements across an intersection. For these links, typical values for vehicle delay times and other parameters were selected from intersection examples provided by the California Air Resources Board (1988).

Composite emission factors for carbon monoxide from vehicle travel in 1995 (existing conditions) and 1997 (an assumed project date) were calculated from values in the EMFAC7F data base. This first required an estimate of the percentage of vehicles driven in the "cold-start" mode. The composite cold start percentage was computed from the values by the Santa Barbara APCD (1996:7). Composite emission factors were then computed from that set of percentage factors.

For intersection links, it is also necessary to know the emission rate of CO from idling vehicles. The EMFAC7F data base did not include this information, but it was estimated by running an earlier version of the EMFAC7 program. The results are shown in Appendix D. All of the CALINE4 input values for the roadway and intersection links are shown in Appendix D. Certain input values remained constant through the various model runs; other link input values were changed for the five scenarios that were considered. These scenarios were as follows:

- Existing Volumes, Sunday P.M. Peak Hour
- Existing Volumes, Friday P.M. Peak Hour
- Cumulative + Project Volumes, Sunday P.M. Peak Hour
- Cumulative + Project Volumes, Friday P.M. Peak Hour
- Cumulative + Project "Special Events" for the Sunday P.M. Peak Hour only

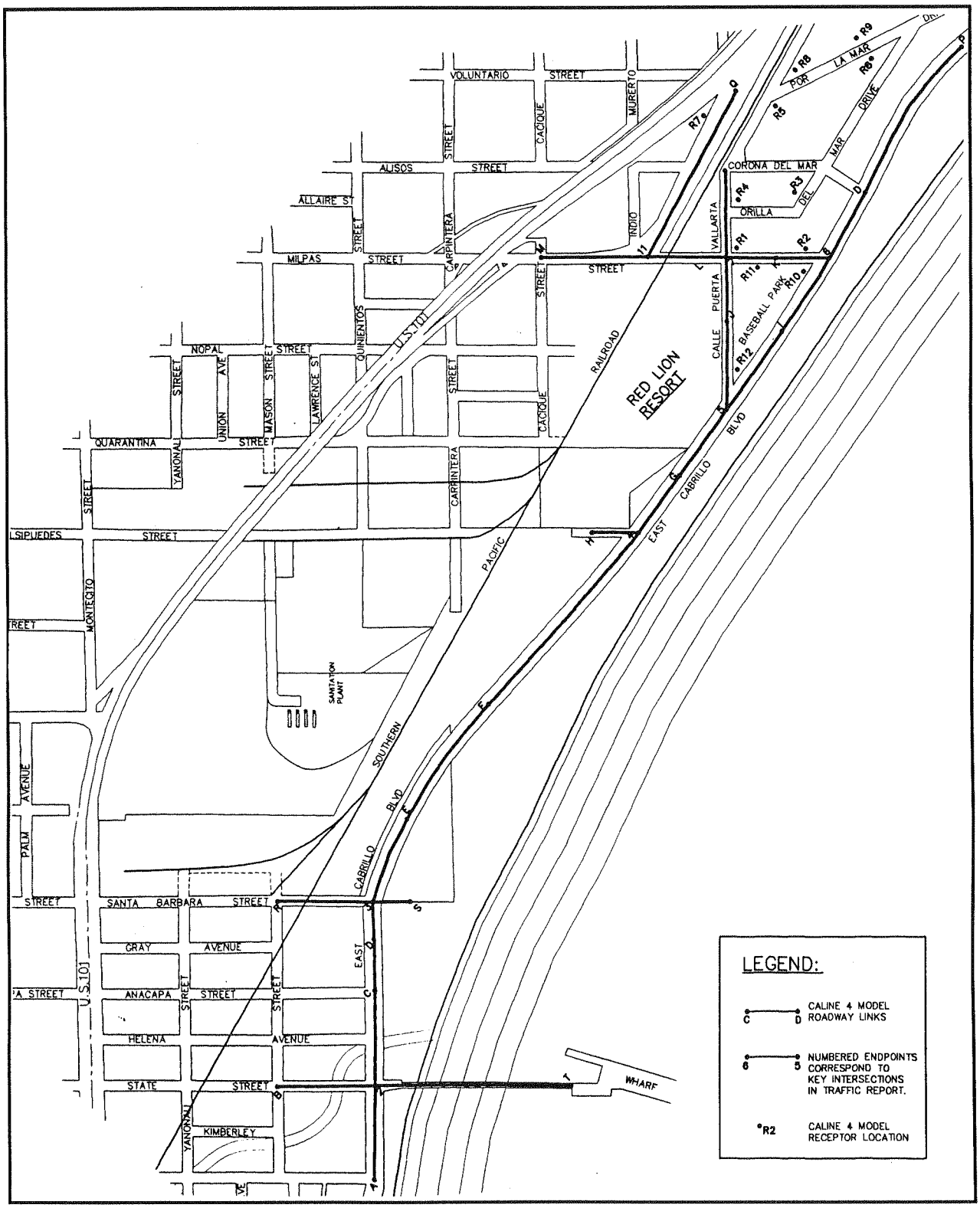


Figure 7: CALINE4 Model Run Locations in Surrounding Streets
Source: PRA Group

In each case, the peak hour volumes from the traffic report were used as the traffic volumes. Thus, for the model runs including the project, the total peak hour contribution from the project was modelled, not just the increase due to the proposed change in project conditions.

Several other model runs were also performed, varying the acceleration and deceleration times. These were found to have a negligible to moderate effect on the resulting CO concentrations. The most pronounced effect occurs when the acceleration time is decreased (faster vehicle acceleration is assumed). Given the traffic conditions at the intersections and typical values for similar intersections in CARB (1988), the 9.1 second acceleration time is believed reasonable. Receiver locations, or "receptors," for computing the model results were chosen within the residential areas and the park and beach areas nearest the modelled intersections. Locations for the twelve receptors were selected, as indicated in Figure 7 above.

5.1.2.3.2 Model Results

Appendix D presents detailed printouts of the CALINE4 model results. The computed CO concentrations were added to a value of 12 parts per million (ppm), chosen as a worst case ambient concentration, to provide final estimated CO concentrations at each receptor point. The computed concentrations ranged from 0.4 to a high of 4.1 ppm, corresponding to final CO concentrations ranging from 12.4 to 16.1 ppm. Since these concentrations did not exceed the 20 ppm threshold established by the APCD, the CO impacts of project-generated traffic are considered *less than significant*.

These values were all obtained under the "worst case" wind angle setting of the CALINE4 model. In this situation, the model computes the worst case wind angle for each individual receptor, and tabulates the concentrations for each receptor separately. Thus, a series of varying "worst case" wind angles was analyzed. In reality, the wind blows from only one direction at a time. The usual practice is to use the worst case run to select the single worst wind angle, and then to re-run the model with this single angle to obtain more realistic estimates of CO concentrations. Since none of the final concentrations exceeded the 20 ppm threshold, this refining step which would reduce the numerical results was not performed.

5.1.2.4 Summary of Air Quality Impacts

On the basis of a review of the above results and of the thresholds for air quality impacts used by the Santa Barbara APCD, the following conclusions may be drawn:

Air Quality Impact #1: There will be *significant* long-term, but highly episodic, emissions due to the increase in vehicles travelling to and from the Red Lion Resort during the proposed six annual "Special Events." This conclusion is based on URBEMIS5 model estimates of emissions associated with the incremental increase of 3,550 daily trips. Transportation management efforts can reduce trip generation by small amounts, but it is likely that vehicle emissions will remain a *significant* impact (Class I).

Air Quality Impact #2: Carbon monoxide concentrations at all receptor points under all conditions, even under the defined "maximum" project increase for "special events" of 890 peak hour trips, when added to the cumulative traffic projections, will not exceed the threshold of 20 ppm in a one-hour period. Thus, the effect of the project on localized carbon monoxide concentrations is considered *less than significant* (Class III).

5.1.2.5 Consistency with the 1994 Clean Air Plan

The Red Lion Resort project does not propose any amendment to the City's General Plan. As such, it is considered to be *consistent* with the 1994 Clean Air Plan. It is already subject to applicable transportation management ordinances; it provides a significant degree of self-containment and amenities to minimize off-site trips for guests; and it is situated to take advantage of the proximity of the beach and other recreation opportunities with no or with very short vehicle trips. The project is already subject to conditions requiring parking management and contributions towards traffic flow improvements. Additional mitigation measures in this section and in Section 5.2 (Traffic, Internal Circulation, and Parking) will provide enhanced consistency with this plan.

5.1.3 Recommended Mitigation Measures

The Santa Barbara APCD (1996:11-16) presents a discussion of standardized mitigation measures to reduce the air quality impacts of general land development projects, such as the Red Lion Resort. Additional guidance in this respect is in the Santa Barbara APCD procedures (1994b). Since the facility is already constructed and in operation, many of these general development measures are not applicable. Others which deal with transportation control measures have either already been accomplished (e.g., the construction of pedestrian walkways and provision of mixed uses), or are already applicable to the resort (e.g., encouraging alternative transportation modes for employees). See Section 5.2.2.6 below for more detailed discussions of existing bicycle use and alternative transportation programs in place at the hotel.

Project alternatives are available, however, including ways to impose limits on the capacity of "Special Events" in the conference center. This alternative will be examined in more detail in

Section 6.1 below; it will be shown that this alternative would reduce estimated emissions to a point below the established Threshold of Significance.

5.1.4 Residual Impacts

After applying the above mitigation measures, residual (i.e., remaining) air quality impacts are estimated to be ***significant*** **(Class I).** The significant residual impacts are due to the long-term, but episodic emissions of vehicle exhaust from cars travelling to and from the Red Lion Resort for up to six "Special Events." These impacts, originally estimated to be 37.93 lbs/lay of Reactive Organic Gases and 34.07 lbs/day of NOx, may be reduced slightly by various Transportation Demand Management strategies, but they would still be likely to exceed the City and APCD threshold of 25 lbs/day.

5.2 TRAFFIC CIRCULATION

This section is based upon a study of traffic, internal circulation, and parking impacts by the firm of Omni-Means, Inc., which was performed for this Supplemental EIR under contract with Perspective Planning. The full text of the Omni-Means report can be found in Appendix C of this Supplemental EIR.

5.2.1 Existing Setting

The project site is located on the north side of East Cabrillo Boulevard between Salsipuedes Street and Milpas Street in the City of Santa Barbara. Local access is provided by a grid network of streets which generally extend in a northeast/northwest direction from the Waterfront.

5.2.1.1 Street System

The street system surrounding the project generally includes U.S. Highway 101, Cabrillo Boulevard, State Street, Santa Barbara Street, Milpas Street, Calle Puerto Vallarta, Indio Muerto Street, and Yanonali Street. The classifications of these streets under the City's Circulation Element are shown in Table 5-4 below.

Table 5-4: Classification of Streets in Project Vicinity

Street	Classification
U.S. 101	Limited Access Freeway
Cabrillo Boulevard	Primary Arterial
Milpas Street	Primary Arterial
Salsipuedes Street	Minor Arterial
State Street	Minor Arterial
Calle Puerto Vallarta*	Local
Santa Barbara Street	Local
Yanonali Street	Local

** formerly Punta Gorda Street*

Source: Perspective Planning

The surrounding street system is described in more detail in the following narrative, which is adapted from the traffic consultant's report in Appendix C of this Supplemental EIR:

U.S. Highway 101 provides regional access throughout the Santa Barbara area. Improvements have been completed through the central area between Castillo Street and Milpas Street which eliminated previous at-grade cross-street intersections. Administered by the California State Department of Transportation (CalTrans), Highway 101 consists of three travel lanes in each

direction west and north of the Milpas Street interchange/bridge, narrowing to two travel lanes in each direction east and south of Milpas Street. Highway 101 provides indirect access to the project site via interchanges at Garden Street, Milpas Street, and Cabrillo Boulevard.

Cabrillo Boulevard is a four-lane arterial street extending from Castillo Street easterly along the City's central Waterfront area to U.S. 101. Cabrillo Boulevard is the only through route serving the Waterfront. West of Castillo Street, Cabrillo Boulevard becomes Shoreline Drive. To the east, Cabrillo Boulevard intersects Highway 101 at a freeway interchange, then extends further east becoming Coast Village Road. Cabrillo Boulevard provides access to the project site from the intersecting streets of Salsipuedes Street and Calle Puerto Vallarta. Key intersections are located at Castillo Street, State Street, Santa Barbara Street, Salsipuedes Street, Niños Drive, and the Highway 101 north and southbound ramps. Although it is presently a State highway maintained by CalTrans, it is anticipated that Cabrillo Boulevard will be turned over to the City in the near future. Bicycle lanes are not striped along any section of the street, although there is a Class I bike lane along the beachfront.

State Street is a primary arterial street which extends inland from Cabrillo Boulevard through the Downtown area. State Street consists of four lanes from Cabrillo Boulevard to the freeway, narrows to two lanes through the Downtown core area, and again widens to four lanes as it continues inland. At the State Street/Cabrillo Boulevard intersection, the Stearns Wharf pier extends south from the terminus of State Street, creating a four-leg-approach intersection. A Class II bike lane is striped along each side of State Street.

Santa Barbara Street is a through route which extends northwesterly from Cabrillo Boulevard into the downtown area. At the Santa Barbara/Cabrillo intersection, a public parking lot extends south from the terminus of Santa Barbara Street, creating a four-leg-approach intersection. No bike lanes are striped along Santa Barbara Street. When the Garden Street extension is completed in Spring 1997, Santa Barbara Street will be terminated to dead-end north of the railroad tracks.

Salsipuedes Street consists of two disconnected segments on opposite sides of the Southern Pacific railroad tracks through the Waterfront area. North of the tracks, Salsipuedes Street extends underneath Highway 101 and through the East Side, paralleling other through streets such as Milpas Street and State Street. South of the railroad tracks, Salsipuedes Street extends south a short distance to Cabrillo Boulevard where it terminates. This section is currently a two-lane road which provides direct access to the western driveway of the Red Lion Hotel. Extension of Salsipuedes Street across the railroad tracks is expected to be completed in Spring 1997.

Milpas Street is an arterial street extending northwest from Cabrillo Boulevard and is a primary through route from the easterly area of the Waterfront through the central area of the City. Milpas Street has four travel lanes for most of its length, with the exception of a two-lane section between Cabrillo Boulevard and Highway 101. Key intersections are located at Highway 101

northbound ramps-Carpinteria Street, Highway 101 southbound off-ramp, Highway 101 southbound on-ramp-Indio Muerto Street, Calle Puerto Vallarta, and Cabrillo Boulevard. Bicycle lanes are not striped on Milpas Street in this area.

Calle Puerto Vallarta extends northeasterly from Cabrillo Boulevard across Milpas Street toward Highway 101. Two key intersections are located at Cabrillo Boulevard and Milpas Street. This section is currently a two-lane road which provides direct access to the eastern driveway of the Red Lion Hotel. No bicycle lanes exist on Calle Puerto Vallarta.

Indio Muerto Street is a two-lane roadway extending east from Milpas Street and serves as the southbound Highway 101 on-ramp from Milpas Street. Bicycle lanes are not provided here.

Garden Street is located one block east of Santa Barbara Street and parallels this roadway through the Downtown area. As part of the completed freeway improvements, Garden Street was extended to Yanonali Street and freeway access was provided at a grade-separated interchange with Highway 101. Access to Cabrillo Boulevard and the Waterfront area from Garden Street is provided by Santa Barbara Street, which extends from Yanonali to Cabrillo Boulevard. No bike lanes are provided on this street in the Waterfront area. Extension of Garden Street to Cabrillo Boulevard is expected to be completed in 1997. Garden Street will intersect Cabrillo Boulevard at the same location as Santa Barbara Street does now. At that time, Santa Barbara Street will be terminated north of the railroad tracks.

Existing traffic conditions at the key intersections that may be impacted by the project are discussed in Section 5.2.2 below.

5.2.1.2 Transit and Bicycle/Pedestrian Access

The Santa Barbara Metropolitan Transit District (MTD) provides transit service to the streets surrounding the hotel. Presently, MTD provides a Downtown/Waterfront Shuttle between 10:00 a.m. and 6:00 p.m. each day of the week, between the Central Business District and the Waterfront area. The shuttle also travels east and west between the Harbor and the Child's Estate Zoological Gardens. Regular MTD bus service is also available to provide transportation to other local and regional points of interest. Surveys of hotel employees indicate that approximately 6% of the hotel's workforce currently utilize public transit when traveling to and from work.[3]

The same survey indicates that approximately 5% of the hotel's employees commute by bicycle. Bicycle lanes are not striped along Cabrillo Boulevard since there is a separated Class 1 bike path through Chase Palm Park between Cabrillo Boulevard and the beach. This bike path is shared by

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[3] Associated Transportation Engineers, "Supplemental Parking Plan and Updated TDM Program for Fess Parker's Red Lion Resort," March 30, 1992.

pedicabs and skateboards, as well as roller-skaters and pedestrians. There are no available data as to existing bicycle usage on any of the nearby streets; however, most bicycle activity is concentrated during daytime periods coinciding with peak tourist and beach use activity, particularly weekends and during special events. Pedestrian access is provided from sidewalks along both sides of Cabrillo Boulevard, as well as Calle Puerto Vallarta, Milpas, and Salsipuedes Street.

Many hotel guests arrive and depart from Santa Barbara via the airport or Amtrak, and are shuttled to and from the hotel. The hotel's parking and shuttle use data indicate that, on the average, approximately 20% of the hotel's guests arrive via shuttle from the airport or train station. Additionally, the hotel's parking lot accommodates up to eight bus spaces for chartered buses. These bus spaces are in the area that will be designated for the Waterfront Hotel parking and will be removed. Conversations with Red Lion management indicate that these spaces are seldom used. City Transportation staff confirms that loss of these bus spaces will not result in any parking issues.

Omni-Means analyzed existing traffic conditions to establish a base for assessing project and cumulative traffic impacts. In order to determine peak hour operating conditions on streets in the project vicinity, both weekday and weekend peak hour turning movement counts were obtained for thirteen key intersections within the project site vicinity.[4] The peak periods were established as Friday evening between 4:15-6:00 p.m. and Sunday afternoon between 1:00-3:00 p.m.. While these time periods represent very different trip purposes and travel patterns, each period reflects heavy traffic flows. It is noted that the Sunday counts were conducted during the summer season and therefore represent peak weekend conditions in the Waterfront area (major summer holiday weekends represent absolute peak traffic). On weekends during the rest of the year, traffic volumes in the Waterfront area would be lower. Similarly, the Friday evening peak hour is the highest volume that would be expected during the weekdays. These comparisons suggest that the time periods used in this traffic analysis provide conservative assessments of existing and projected traffic flow conditions.

The peak hour turning movement counts were conducted at the following thirteen intersections:

1. Castillo Street/Cabrillo Boulevard
2. Cabrillo Boulevard/State Street
3. Cabrillo Boulevard/Garden Street
4. Cabrillo Boulevard/Salsipuedes Street
5. Cabrillo Boulevard/Calle Puerto Vallarta
6. Cabrillo Boulevard/Milpas Street
7. Milpas Street/Calle Puerto Vallarta
8. Cabrillo Boulevard/Highway 101 Southbound Ramps-Northbound Off-ramp
9. Milpas Street/Highway 101 Northbound Ramps-Carpinteria Street

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4 Associated Traffic Engineers, Traffic counts conducted August 16-23, 1989, Santa Barbara, California.

10. Milpas Street/Highway 101 Southbound Off-ramp
11. Milpas Street/Highway 101 Southbound On-ramp-Indio Muerto Street
12. Garden Street/Highway 101 Northbound Ramps
13. Garden Street/Highway 101 Southbound Ramps

Intersections are analyzed with respect to their "Level-of-Service" (LOS). The LOS is the primary indicator for traffic operation performance at intersections. At a signalized intersection, LOS is determined by calculating the volume of conflicting traffic movements at an intersection during one hour and dividing that total by the capacity designed to accommodate those turning movements. The resulting calculations are expressed by average delay and LOS ratings which range from LOS "A" to "F." The range describes increasing traffic demand, delays, and deterioration of services (see Appendix C, Level of Service Definitions).

LOS "A" represents free-flow conditions with little or no delay (zero to five seconds) at signalized intersections. LOS "C" is generally regarded to be a busy intersection but one where traffic flows smoothly without undue congestion; the "Vehicle/Capacity" ratio ("V/C" ratio) is generally 0.80 or less. LOS "E" characterizes extremely unstable flow conditions with volumes at or near the designed capacity. Vehicles are likely to experience major delays (40 to 60 seconds) crossing an intersection. Minor incidents may lead to forced flow conditions (LOS "F") with operating volume substantially beyond the intersection's capacity. This results in long queues backing up from all approaches to the intersection.

The LOS methodology generally provides an accurate measure of intersection performance, although other factors may affect or constrain the actual intersection performance. One factor associated with some of the Waterfront intersections is pedestrian traffic. If considerable pedestrian activity exists, then vehicle flow capacity through the intersection may decrease. The reduced capacity occurs when pedestrian activity in a crosswalk to the intersection adversely affects the vehicular right-turn movement. In order to account for the potential effect of pedestrian activity on an intersection's operation, pedestrian volumes were recorded and, using published factors by the Transportation Research Board,[5] right-turn volumes were adjusted to reflect the delays encountered in turning across the pedestrian flows.

At intersections where all approaches are stop-sign controlled (four-way or three-way stops), the LOS definitions reflect overall delays similar to those described for signalized locations. However, if volumes are substantially "unbalanced" between the intersection legs, vehicles on the highest volume approach would experience disproportionate delays.

5 Transportation Research Board, Circular 212, January, 1980.

5.2.1.3 City of Santa Barbara Standards for Intersection LOS

The 1988 Circulation Element states that it is the City's goal that signalized intersections not exceed LOS "C" (V/C=0.80). However, for the purposes of traffic impact assessment, the City has established a "threshold" of LOS "C," with a V/C ratio of 0.77 or less, in order to evaluate the significance of a project's traffic impacts. If project-generated traffic would be expected to cause an intersection V/C ratio to exceed 0.77, or if a project adds 0.01 to the V/C ratio an intersection already exceeding 0.77, the project's traffic impact is considered significant. The City (or the applicant, or another responsible agency) may adopt mitigation measures or project alternatives to modify the intersection design, or to reduce project-generated traffic, in order to meet these thresholds. If these measures do not succeed in meeting the threshold, the EIR must acknowledge a "Class I" significant environmental impact.

The City's thresholds for intersection performance are intended to be applied to projects and land uses that generate peak-hour traffic on a daily basis. For the Red Lion Resort, part of their request includes removal of City-imposed limits on non-hotel guests for up to six "Special Events" annually. The City's LOS thresholds for intersection performance would not be applicable to these special events, however, because traffic analysis generally does not address the highest peak-hour periods of the year, such as holiday weekends. If traffic and parking thresholds were based on these heavy periods of use, street widths and parking capacities would be excessive.

In addition to City standards for intersection LOS, the following study intersections are also included in the Santa Barbara County Congestion Management Program:

- Milpas/101 NB/Carpinteria
- Milpas/101 SB off-ramp
- Garden/101 NB
- Garden/101 SB
- Cabrillo/Milpas
- Cabrillo/State
- Castillo/Cabrillo

For these intersections, the Congestion Management Plan requires a project-specific impact analysis as well as a cumulative impact analysis, based on the trip generation estimated for the project.[6] It should be noted that the 1996 Biennial Update of the CMP, which was adopted in April 1996, was reviewed with respect to the standards it uses for preparation of traffic studies for EIR's. While the 1996 Update does call for future EIR's to utilize the Highway Capacity Manual for intersection analysis, these standards have not yet been adopted by the City of Santa Barbara. The methods and results of this traffic analysis substantially conform with CMP requirements in

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6 Letter to City of Santa Barbara Community Development Department on Red Lion EIR Notice of Preparation from Jim Damkowitch, Transportation Planner II, SB County Association of Governments, January 4, 1996.

the 1996 Update, with the exception that the analytical method employed did not use the recommended Highway Capacity Manual techniques.

5.2.1.4 Existing Traffic Flow Conditions

Omni-Means performed studies of each of the signalized study intersections using the methodology accepted by the City[7]. This analysis incorporates the effects of intersection lane geometry and signal phasing to determine overall intersection capacity and resulting volume/capacity (V/C) ratio. For the all-way stop-controlled intersections, Omni-Means used a different method to estimate LOS, but also one that is accepted by the City for such intersections.[8] From peak period counts, Omni-Means determined intersection peak hour LOS.

Existing peak hour intersection LOS have been calculated and are shown in Table 5-5 on the following page. Existing intersection turning movement volumes for the Friday and Sunday peak hours are shown in Figures 8 and 9. It is noted that, due to different counting days, existing traffic volumes may not balance completely at adjacent study intersections.

As shown in Table 5-5, three of the project study intersections are already experiencing congestion during the Friday or Sunday peak hours. The unsignalized intersection of Cabrillo/101 is currently operating at LOS F during both the Friday and Sunday peak hours. All approaches to this intersection experience significant congestion during the peak hours, due to relatively high volumes (over 700 vehicles for the eastbound approach).

The signalized intersection of Milpas/101 NB/Carpinteria operates at LOS D (0.85) during the Friday peak hour. This intersection is affected by heavy volumes on Milpas Street and the basic inefficiency of a five-legged intersection operation. In addition, the Milpas/101 SB off-ramp intersection experiences congestion due to congested through-traffic on Milpas Street. Although calculated to operate at LOS A (0.48) during the Friday peak hour, the left-turn from the off-ramp backs up due to through-traffic not clearing on Milpas Street, resulting in short periods of operation at LOS F during the peak hour.

Table 5-5 below highlights in **bold print** the three intersections, noted above, that already experience significant congestion (LOS C, V/C ratio$\leq$0.77)**.** All remaining project study intersections are operating at LOS C (0.77) or better during the Friday and Sunday peak hours.

5.2.1.5 Signal Warrants

Omni-Means conducted a peak hour signal warrant analysis for the unsignalized intersection of Cabrillo/Highway 101 ramps intersection. The peak hour signal warrant refers to the minimum

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7 Transportation Research Board (TRB) Circular 212 Critical Movement Analysis.
8 TRB Circular 373 , AWSC-ALL, Version 1.1.

traffic volume thresholds identified by CalTrans.[9] When an intersection's peak hour volumes exceed the minimum thresholds, a traffic signal could be warranted. Intersections which qualify for signalization under the peak hour criteria would require further analyses of accident history, proximity of other intersections/driveways and potential volume increases. All of these factors should be examined before a signal is actually installed. On the basis of the peak hour conditions, current volumes at the Cabrillo/Highway 101 ramps substantially exceed the minimum volume levels for signal warrants.

9 U.S. Department of Transportation, Federal Highway Administration, Manual on Uniform Traffic Control Devices, Revision No. 4, March 1986.

Table 5-5: Existing Peak Hour Intersection Operating Conditions, Level-Of-Service, and Volume/Capacity (V/C) Ratio

Intersection	Control Device	Existing Friday LOS	Existing Friday V/C	Existing Sunday LOS	Existing Sunday V/C
1. Castillo/Cabrillo	S	A	0.55	B	0.60
2. Cabrillo/State	S	B	0.61	C	0.71
3. Cabrillo/Santa Barbara	S	A	0.42	B	0.62
4. Cabrillo/Salsipuedes	S	A	0.31	A	0.50
5. Cabrillo/Puerto Vallarta	S	A	0.43	B	0.64
6. Cabrillo/Milpas	S	A	0.43	A	0.53
7. Milpas/Puerto Vallarta	S	A	0.54	A	0.52
8. Cabrillo/101	U	**F**	**N/A**	**F**	**N/A**
9. Milpas/101 NB/Carpinteria	S	**D**	**0.85**	B	0.69
10. Milpas/101 SB Off-ramp	S	**A**	**0.48***	A	0.38
11. Milpas/101 SB On/Indio Muerto	S	C	0.77	B	0.63
12. Garden/101 NB	S	A	0.58	A	0.31
13. Garden/101 SB	S	B	0.68	A	0.40

Control Device: S = Signalized, U = Unsignalized, N.A. = Not Applicable; Unsignalized intersection does not yield a V/C ratio.

* With the Milpas/101 SB intersection comprising one of the three intersections of the Milpas/101 interchange, it is impacted by the operation of other intersections within the interchange area. Specifically, vehicle congestion at Milpas/101 NB Carpinteria intersection causes vehicles to queue back (westerly) through the Milpas/101 SB off-ramp intersection. During these times this intersection operates in the LOS E-F range.

Source: Interface Planning and Counseling Associates, Waterfront Park, Hotel and Youth Hostel Project FEIR, City of Santa Barbara, 1993. (LOS Calculations on file with the City of Santa Barbara).

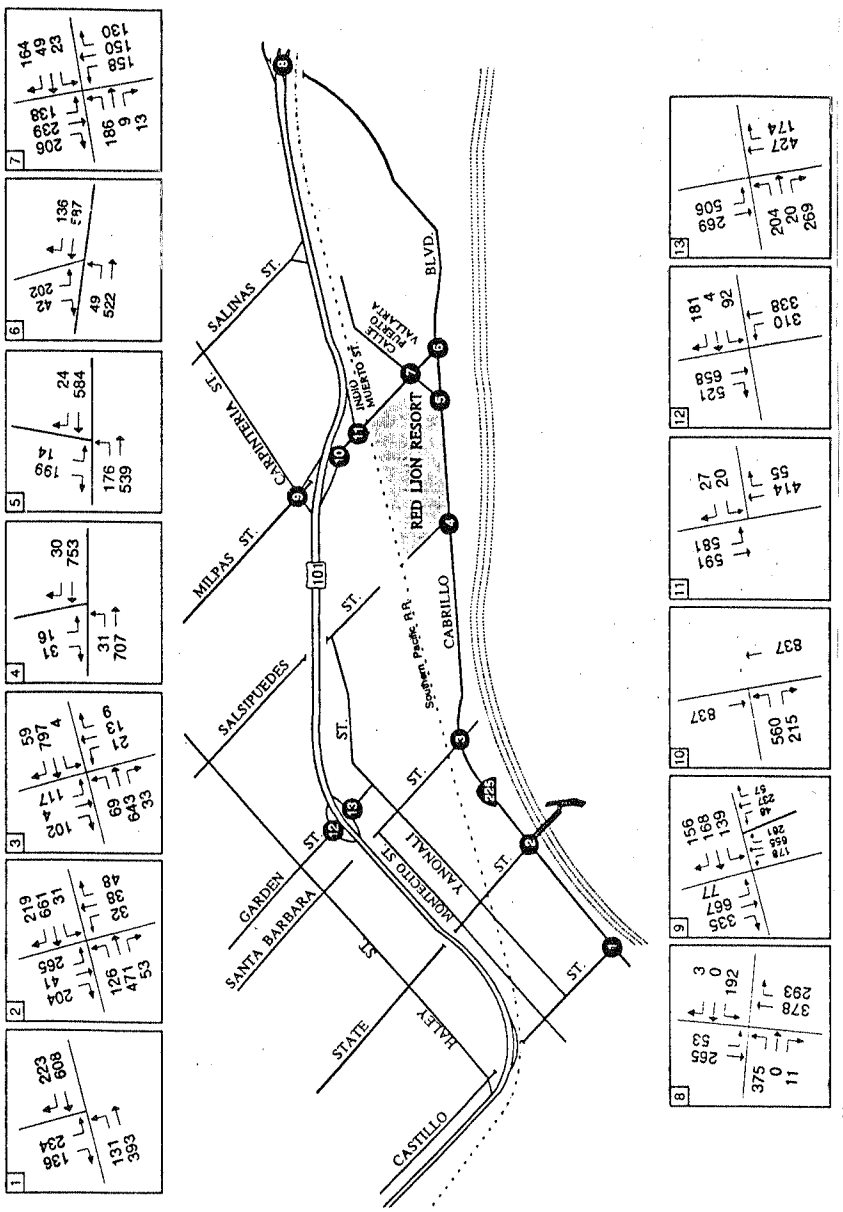


Figure 8: Existing Friday Peak Hour Volumes
Source: Omni-Means

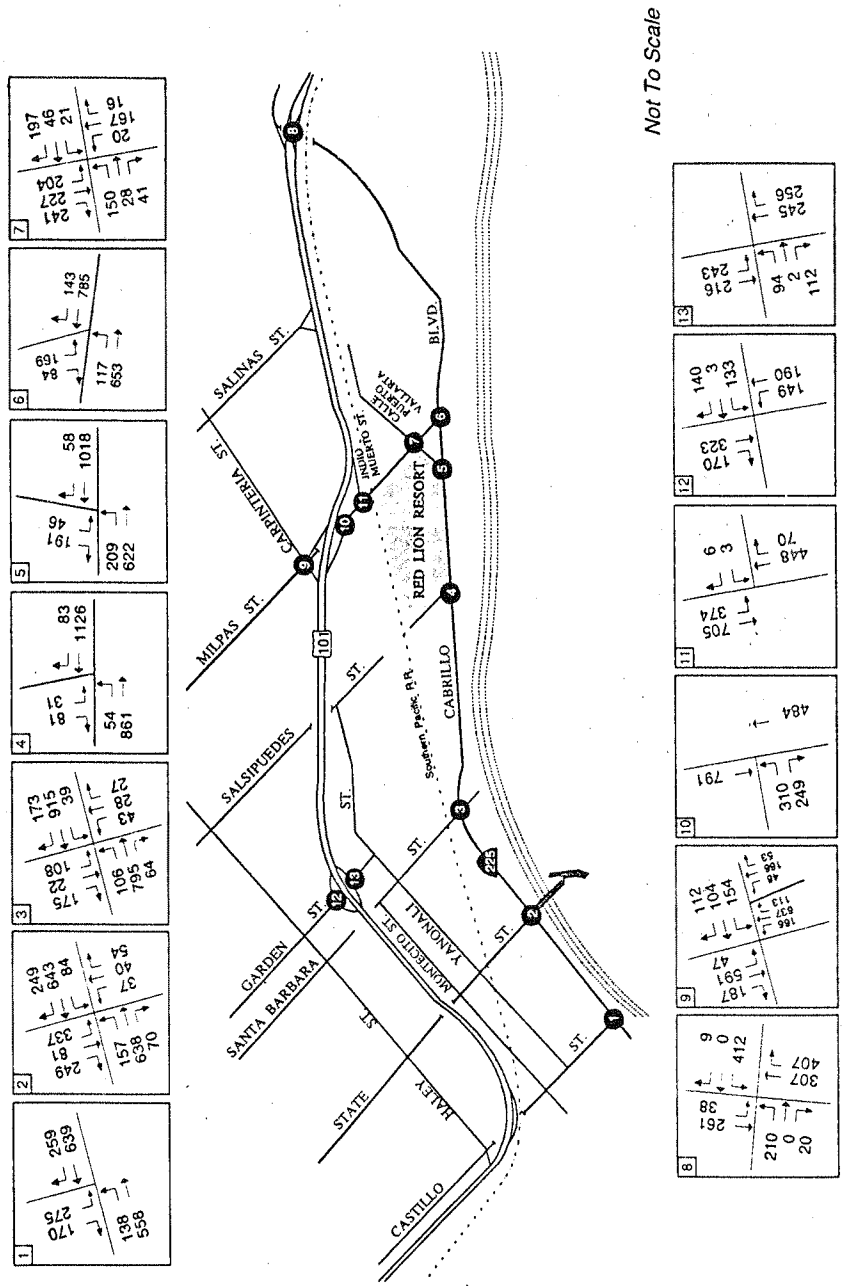


Figure 9: Existing Sunday Peak Hour Volumes
Source: Omni-Means

5.2.2 Traffic Impacts

The traffic impact analysis that follows is based upon the premise that traffic generated by the Red Lion request would contribute to cumulative traffic conditions throughout the Waterfront area. Thus, it is important first to quantify those anticipated "cumulative baseline" conditions.

5.2.2.1 Cumulative Baseline Conditions

5.2.2.1.1 Methodology

A cumulative traffic baseline (without the proposed project) has been established to determine the future impacts of several nearby projects within the City of Santa Barbara. These projects have either been approved, are pending, or have been issued building permits. In addition to these cumulative baseline projects, the following three future street circulation improvements have been assumed as part of the cumulative baseline analysis:

- A cul-de-sac on Chapala Street at Mission Creek (scheduled for completion Summer 1997);
- An extension of Garden Street south to Cabrillo (at Santa Barbara Street) with the realignment and termination of Santa Barbara Street north of the railroad tracks (scheduled for completion Fall 1997); and,
- An extension of Salsipuedes Street north across the Southern Pacific Railroad tracks completing the roadway between Cabrillo Boulevard and Quinientos Street (scheduled for completion Spring 1997).

Using a previous transportation study conducted for the Waterfront Park, Hotel, and Youth Hostel Project EIR, Omni-Means derived cumulative baseline traffic volumes for the Friday and Sunday peak hours.[10] They then adjusted these volumes, based on a new cumulative project list supplied by Santa Barbara City Planning staff.

Several projects on the previous cumulative project list had been approved, but were not completed and have since expired; these projects were deleted from the new cumulative project list. Conversely, projects proposed since the preparation of the original Waterfront Park EIR analysis have been added -- including the proposed Cabrillo Plaza project at Garden and Yanonali.[11] The Waterfront Park, Hotel, and Youth Hostel project is still proceeding through its final approvals. For an illustration of the trip distribution that was estimated for that project, please see Figure

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10 Interface Planning and Counseling Corporation, Waterfront Park, Hotel, and Youth Hostel FEIR, City of Santa Barbara, 1993.

11 Janice Hubbell, Project Planner, City of Santa Barbara, Correspondence to George Nickelson, "Red Lion Resort Conditions Changes EIR", February 21, 1996.

VIA-3 on page 82 of that Final EIR, which is hereby incorporated by reference. Also, please see Appendix C for the Updated Cumulative Project List.

After adjusting cumulative trip generation and distribution of the above projects, cumulative baseline traffic operations have been calculated for the 13 project study intersections and are shown in Table 5-6. Cumulative baseline traffic volumes (without the proposed project) for the Friday and Sunday peak hours have been shown in Figures 10 and 11.

With the proposed Salsipuedes and Garden Street extensions, circulation between the downtown and Cabrillo Boulevard would improve significantly. This would result in a re-distribution of existing and future volumes, once these improvements are in place. As a result, peak hour volumes are substantially different from existing turning movement volumes, and are not directly comparable at specific intersection locations.

5.2.2.1.2 Effects of Cumulative Baseline Volumes on Street Network Without Project

As shown in Table 5-6, with cumulative baseline volumes, two more study locations would fall below the City's minimum LOS thresholds. The Cabrillo/Garden intersection (a yet-to-be completed intersection) would be operating at LOS C (0.78) during the Sunday peak hour. In addition, the existing intersection of Garden/101 SB ramps would be operating at LOS C (0.79) during the Friday peak hour. As with existing conditions, the three intersections of Cabrillo/101, Milpas/101 NB/Carpinteria, and Milpas/101 SB ramp intersections would continue to operate below City thresholds.

As has been noted above, however, the Milpas/101 SB off-ramp intersection should operate at LOS A (0.48) based on the estimated traffic volume. The only reason that it experiences unacceptable delay is due to traffic that queues back into the intersection from the Milpas/101 NB/Carpinteria intersection to the west, which operates at LOS D (0.85) on the Friday PM peak hour. This analysis does not consider the proposed modification of the Milpas/101 NB intersection to install a roundabout intersection. Once that roundabout intersection is implemented, both the Milpas/101 NB and Milpas/101 SB intersections should improve to an acceptable level. (See Measure T-3 in Section 5.2.3 below). Even without the roundabout, intersection operation along Milpas Street would improve slightly with cumulative baseline conditions due to the future extensions of Salsipuedes and Garden Streets. Based on the previous Waterfront Park, Hotel, and Youth Hostel EIR analysis, approximately 300 vehicle trips would be diverted from Milpas Street and disperse to Salsipuedes and Garden Streets. With 300 peak hour vehicle trips diverted from Milpas Street, the Milpas/101 NB/Carpinteria intersection would improve from LOS D (0.85) and B (0.69) during the AM and PM peak hours to LOS C (0.78) and A (0.64). The Milpas/101 SB On/Indio Muerto intersection would similarly improve from LOS C (0.77) and B (0.63) to LOS B (0.68) and A (0.57) during the AM and PM peak hours, respectively. In addition, the Milpas/101 SB off-ramp would continue to function at LOS A with improvements in volume/capacity ratios.

Table 5-6: Existing And Cumulative Baseline Peak Hour Intersection Operating Conditions Level-Of-Service And Volume/Capacity (V/C) Ratio

Intersection	Control Device	Existing				Cumulative Base			
		Friday		Sunday		Friday		Sunday	
		LOS		LOS		LOS		LOS	
1. Castillo/Cabrillo	S	A	0.55	B	0.60	A	0.58	B	0.63
2. Cabrillo/State	S	B	0.61	C	0.71	A	0.63	A	0.74
3. Cabrillo/Santa Barbara	S	A	0.42	B	0.62	A	0.56	**C**	**0.78**
4. Cabrillo/Salsipuedes	S	A	0.31	A	0.50	A	0.47	B	0.67
5. Cabrillo/Puerto Vallarta	S	A	0.43	B	0.64	A	0.37	A	0.57
6. Cabrillo/Milpas	S	A	0.43	A	0.53	A	0.37	A	0.47
7. Milpas/Puerto Vallarta	S	A	0.54	A	0.52	A	0.52	A	0.46
8. Cabrillo/101	U	**F**	**N/A**	**F**	**N/A**	**F**	**N/A**	**F**	**N/A**
9. Milpas/101 NB/Carpinteria	S	**D**	**0.85**	B	0.69	**C**	**0.78**	A	0.64
10. Milpas/101 SB Off-ramp	S	**A**	**0.48***	A	0.38	**A**	**0.45***	A	0.35
11. Milpas/101 SB On/Indio Muerto	S	C	0.77	B	0.63	B	0.68	A	0.57
12. Garden/101 NB	S	A	0.58	A	0.31	C	0.71	A	0.57
13. Garden/101 SB	S	B	0.68	A	0.40	**C**	**0.79**	A	0.59

Control Device: S = Signalized, U = Unsignalized, N/A = Not Applicable; Unsignalized intersection does not yield a V/C ratio.

* With the Milpas/101 SB intersection comprising one of the three intersections of the Milpas/101 interchange, it is impacted by the operation of other intersections within the interchange area. Specifically, vehicle congestion at Milpas/101 NB-Carpinteria intersection causes vehicles to queue back (westerly) through the Milpas/101 SB off-ramp intersection. During these times this intersection operates in the LOS E-F range.

5.2.2.2 Project Impact Analysis

The Red Lion Resort Hotel has requested the City of Santa Barbara to modify specific approval conditions related to local uses of the events/conference center. The existing and proposed conditions relative to local events are as follows:

(a) a conference/event with a total of 1,000 conference attendees (including a maximum of 500 non-hotel attendees) and restrictions on peak period arrivals or departures; and,

(b) a conference/event with no limit on overall attendance, but a maximum of 1,200 non-hotel attendees -- and no restrictions on peak period arrivals or departures.

Scenario (a), with attendance limitations and restrictions on peak period arrivals and departures, represents current conditions and would not be generating any additional traffic during the Friday or Sunday peak hours.

Scenario (b) would have the potential to impact both the Friday and Sunday peak hours. For the purposes of analyzing this scenario, representatives were contacted at the Red Lion Hotel for any information on conference attendance, attendance times, and likely distribution patterns.[12] In addition, information was provided for existing TDM measures and their effectiveness as well as parking and driveway count information.

The Red Lion Resort has also requested that the limit on conference attendance by non-hotel guests be eliminated altogether for up to six "special events" annually. This request would, however, have some restrictions. First, four of the events would require that a parking plan be submitted to the City for the approval of the City's Community Development Director. At only two annual events, coinciding with established special Waterfront Area events, would a parking plan not be required. The maximum number of non-hotel guest participants could theoretically reflect the legal occupancies (as per Fire Codes) for the various meeting rooms. However, the most likely intensive use of the spaces would be for receptions. The maximum number of reception participants would be 2,872 persons, equal to the Fire Code posted capacity for Plaza del Sol. The potential effects of an event of this magnitude are discussed separately in Section 5.2.2.5 below.

5.2.2.3 Project Trip Generation/Distribution

To establish the trip generation for the proposed project, specific assumptions were made regarding hotel guests and auto occupancy and departure times. First, existing traffic count data for this study were collected during peak Fridays and Sundays in August 1992. During this time, the Red Lion Resort was essentially 100 percent occupied (96-100%) and intersection counts would include those trips generated by the Resort. On these count days, however, there was little or no conference center activity. Accordingly, the intersection counts taken at that time would include those trips generated by the Resort's basic hotel lodging and restaurant/lounge activity, but without the conference center usage.

12 Tim Bridwell, General Manager, Fess Parker's Red Lion Resort, Correspondence to Janice Hubbell (City of Santa Barbara) on March 22, 1996.

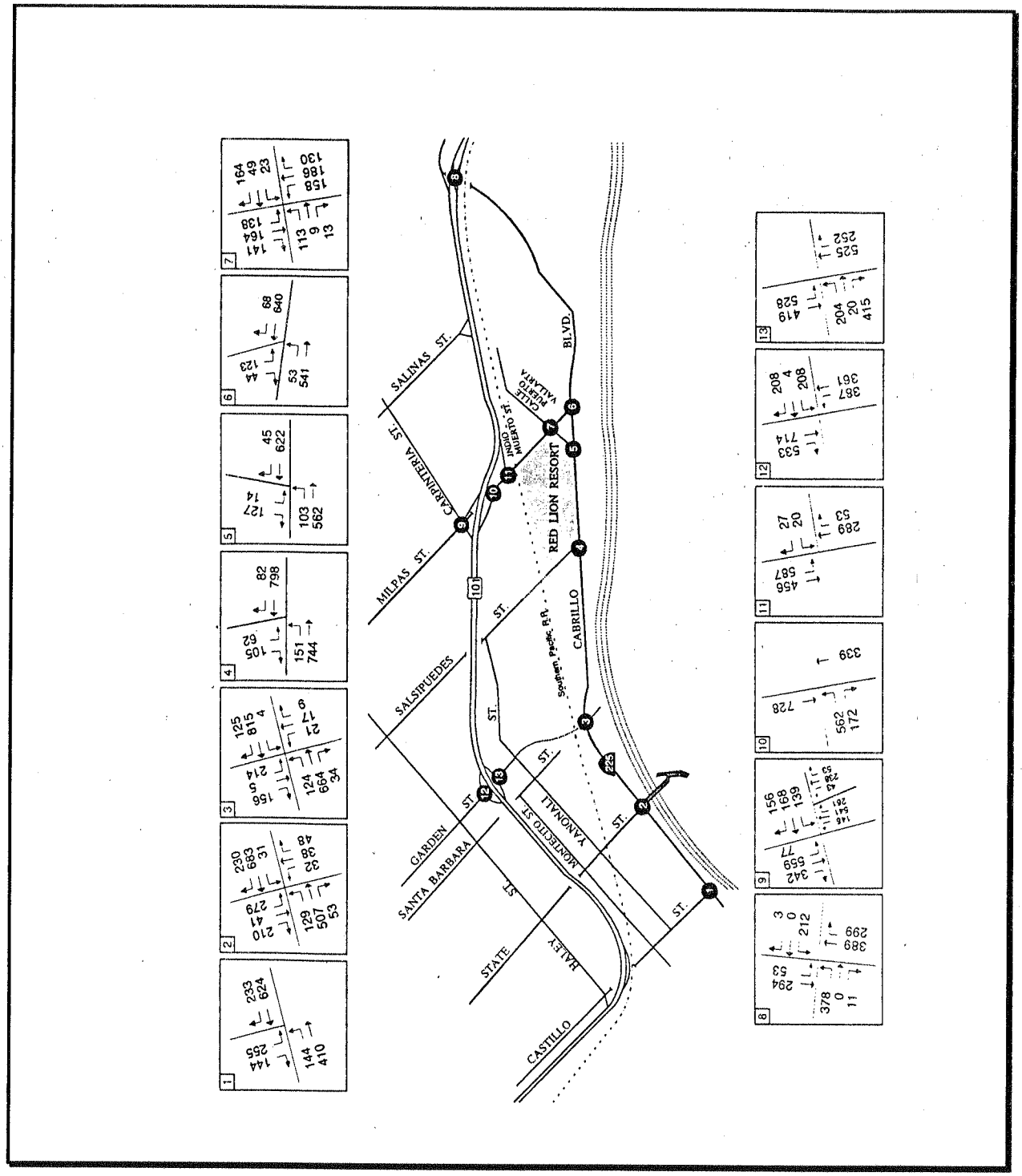


Figure 10: Friday Cumulative Baseline Volumes
Source: Omni-Means

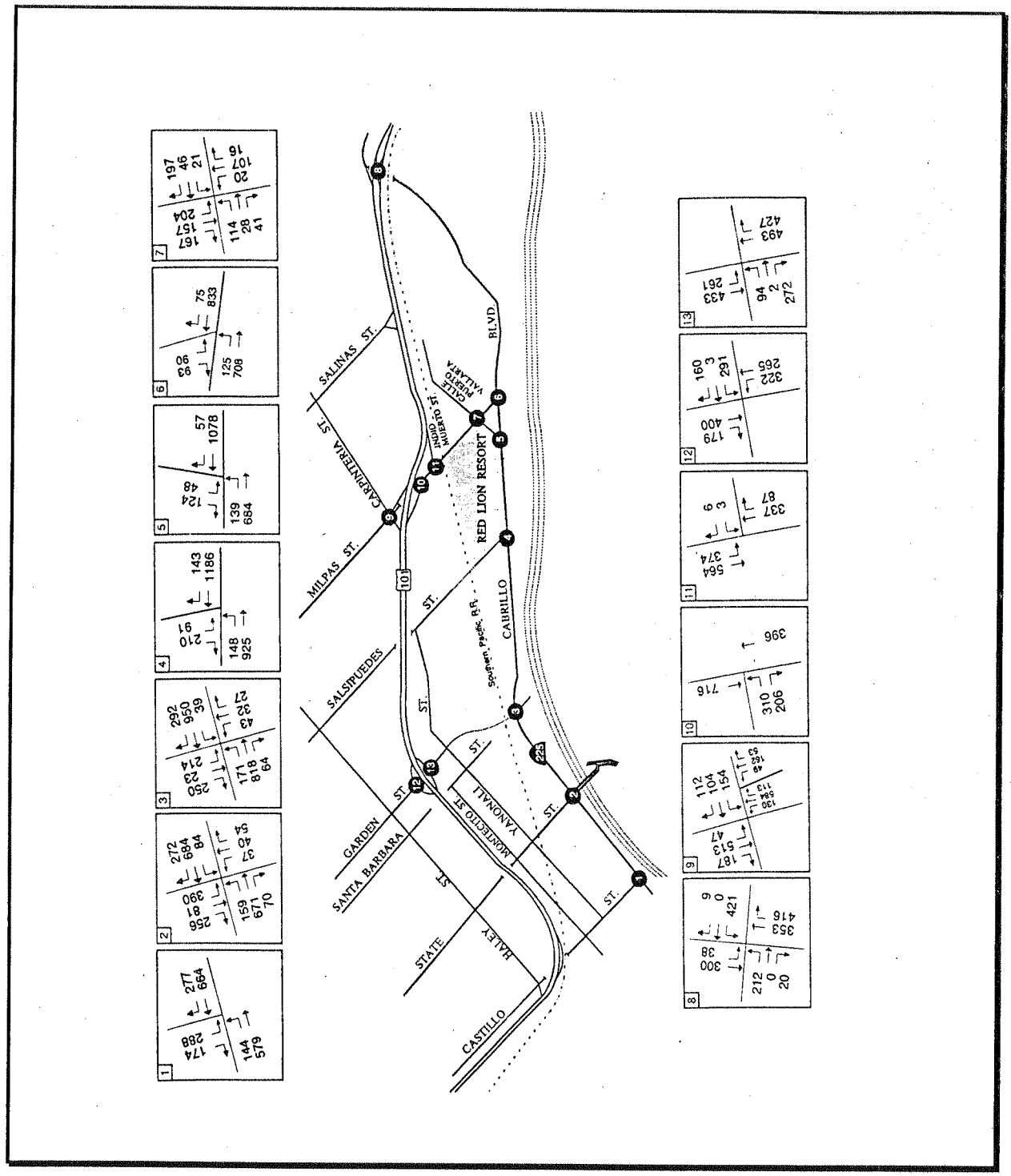


Figure 11: Sunday Cumulative Baseline Volumes
Source: Omni-Means

In addition, it was assumed that under the requested condition where up to 1,200 conference center participants could be allowed to be non-hotel guests, all of these 1,200 conference attendees would drive (i.e., no transit or bicycle use). An auto occupancy rate of 2.0 persons per vehicle has been assumed, based on observed counts conducted during other conference events at the Resort as well as general field observations by Red Lion Resort staff.[13] Based on parking statistics for meetings/conventions, about 25 percent of attendees would leave before or after the peak hour.[14]

As shown in Table 5-7, the proposed project would generate 450 peak hour trips during a Friday and Sunday peak hour. All project trips are estimated to be outbound during the peak hours, for purposes of "worst case" analysis.

Table 5-7: Red Lion Conference/Event Trip Generation

FRIDAY AND SUNDAY PEAK HOURS:
1,200 non-hotel guest conference/event participants **x** 100% auto use ÷ 2.0 person per auto **x** 75% in peak hour = **450 outbound gross peak hour trips**

Source: Omni-Means, Inc.

Notes:
1. Estimated that all 1,200 conference participants would be non-hotel guests and that all would arrive via passenger vehicles;
2. Auto occupancy rate based on general field observations at the Red Lion Resort during actual conference/events;
3. Peak hour project trips reflect 25 percent of participants leaving the event earlier or later than the peak hour.

Vehicle trip distribution for the proposed project has been based on information developed for the Waterfront Park, Hotel, and Youth Hostel Project EIR. In this analysis, distribution percentages were established for the proposed Waterfront Hotel, and these percentages would be applicable to Red Lion Resort guests attending conferences or events. This established distribution was also reviewed and adjusted by City Transportation staff to account for local access to/from the Resort.[15] As part of the project trip distribution, both the planned Salsipuedes and Garden Street extensions were assumed to be completed. Consideration was also given to the freeway access

13 Auto occupancy counts by Omni-Means at the Santa Barbara Red Lion Resort in April, 1996.

14 The ENO Foundation (Weant & Levison), Parking, 1990.

15 Rob Dayton, Traffic Engineer, City of Santa Barbara, Personal communication on March 14, 1996.

to/from Highway 101, and the proportion of project trips that would use the easterly (main) driveway and west driveway.

On the basis of these factors, the proposed project's peak hour trip distribution was estimated, as shown in Table 5-8.

Table 5-8: Non-Hotel Guest Participant Peak Hour Trip Distribution

Street	Percentage	Street	Percentage
U.S. 101 North	43%	Milpas/Salsipuedes	11%
U.S. 101 South	16%	Hot Springs	3%
State Street	6%	Cabrillo w/o State	9%
Garden Street	12%	TOTAL	100%

Source: Omni-Means (see Appendix C)

As shown in Table 5-8, 43 percent of the project traffic would be to/from the north on Highway 101, 16 percent would be to/from the south on Highway 101, 6 percent would be to/from State Street, 12 percent would be to/from Garden Street, 11 percent would be divided between Milpas Street and Salsipuedes Street, 3 percent would be to/from Hot Springs, and 9 percent of the project trips would be to/from Cabrillo Boulevard (west of State Street). Project trips have been added to Friday and Sunday cumulative baseline volumes, and are shown in Figures 12 and 13. Vehicle trip distribution is also shown graphically in Figure 14.

With project trips added to cumulative base conditions, intersection LOS has been calculated and is shown in Table 5-9 on the following page.

5.2.2.4 Effects of Cumulative Base With Project Traffic on Intersection Operation

As shown in Table 5-9, the five study intersections of Cabrillo/Santa Barbara, Cabrillo/101, Milpas/101 NB/Carpinteria, Milpas/101 SB Off-ramp, and Garden/101 SB would continue to operate within City thresholds -- just as they now do with Cumulative Base conditions -- with project traffic. In addition, however, project traffic results in the intersections of Milpas/101 SB On-Ramp/Indio Muerto falling to LOS D (0.82) and the Garden/101 NB ramp intersection falling to LOS C (0.78) during the Friday peak hour, exceeding the threshold.

All other project study intersections would be operating within accepted traffic standards.

Table 5-9: Cumulative Baseline Versus Cumulative Baseline With Project Peak Hour Intersection Operating Conditions, Level-Of-Service, and Volume/Capacity (V/C) Ratio

Intersection	Control Device	Cumulative Base Friday LOS		Cumulative Base Sunday LOS		Cumulative Base + Project Friday LOS		Cumulative Base + Project Sunday LOS	
1. Castillo/Cabrillo	S	A	0.58	B	0.63	A	0.59	B	0.65
2. Cabrillo/State	S	B	0.63	C	0.74	A	0.66	A	0.76
3. Cabrillo/Santa Barbara	S	A	0.56	**C**	**0.77**	A	0.58	**C**	**0.79**
4. Cabrillo/Salsipuedes	S	A	0.47	A	0.67	A	0.50	C	0.73
5. Cabrillo/Puerto Vallarta	S	A	0.37	B	0.57	A	0.39	A	0.58
6. Cabrillo/Milpas	S	A	0.37	A	0.47	A	0.37	A	0.47
7. Milpas/Puerto Vallarta	S	A	0.52	A	0.46	B	0.65	A	0.59
8. Cabrillo/101	U	**F**	**N/A**	**F**	**N/A**	**F**	**N/A**	**F**	**N/A**
9. Milpas/101 NB/Carpinteria	S	**C**	**0.78**	A	0.64	**D**	**0.85**	C	0.71
10. Milpas/101 SB Off-ramp	S	**A**	**0.45***	A	0.35	**A**	**0.45***	A	0.35
11. Milpas/101 SB On/Indio Muerto	S	B	0.68	A	0.57	**D**	**0.82**	C	0.70
12. Garden/101 NB	S	C	0.71	A	0.57	**C**	**0.78**	B	0.64
13. Garden/101 SB	S	**C**	**0.79**	A	0.59	**D**	**0.85**	B	0.65

Control Device: S = Signalized, U = Unsignalized, N/A = Not Applicable; Unsignalized intersection does not yield a V/C ratio.

* With the Milpas/101 SB intersection comprising one of the three intersections of the Milpas/101 interchange, it is impacted by the operation of other intersections within the interchange area. Specifically, vehicle congestion at Milpas/101 NB-Carpinteria intersection causes vehicles to queue back (westerly) through the Milpas/101 SB off-ramp intersection. During these times this intersection operates in the LOS E-F range.

Traffic Impact #1: Under this scenario with cumulative baseline plus project traffic, impacts at the following intersections would be considered *significant*: Cabrillo/Santa Barbara, Cabrillo/101, Milpas/101 NB/Carpinteria, Milpas/101 SB Off-ramp, Milpas/101 SB On/Indio Muerto, Garden/101 SB, and Garden/101 NB intersections.

Section 5.2.3 below presents mitigation measures that will address each of these intersections. The projected impacts to the Garden/101 intersection will be fully mitigated by improvements that are already proposed for that intersection as part of the Garden Street Extension, expected to be completed by Fall, 1997. See additional discussion on page 5-43.

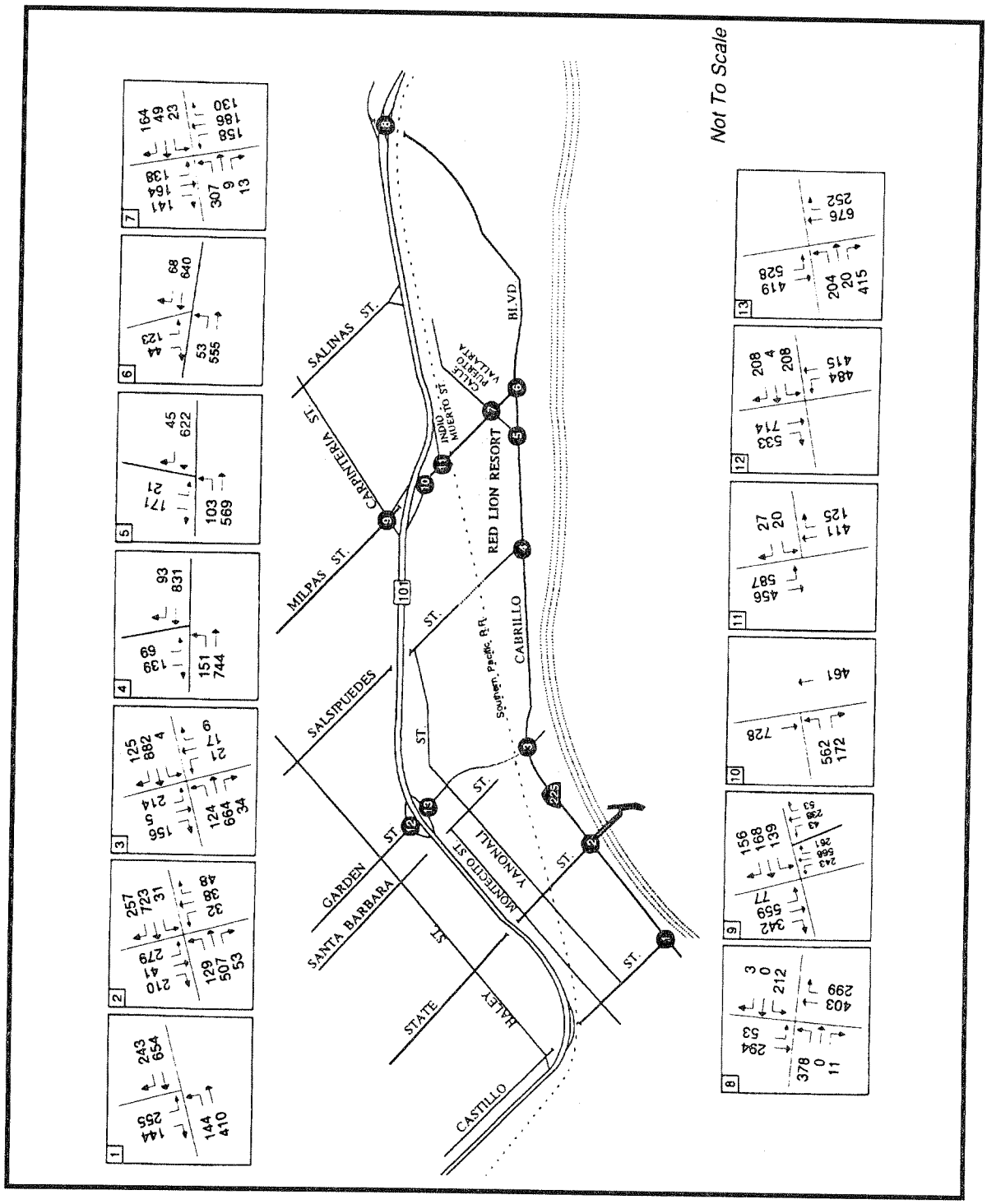


Figure 12: Cumulative Baseline + Project Volumes, Friday PM Peak Hour

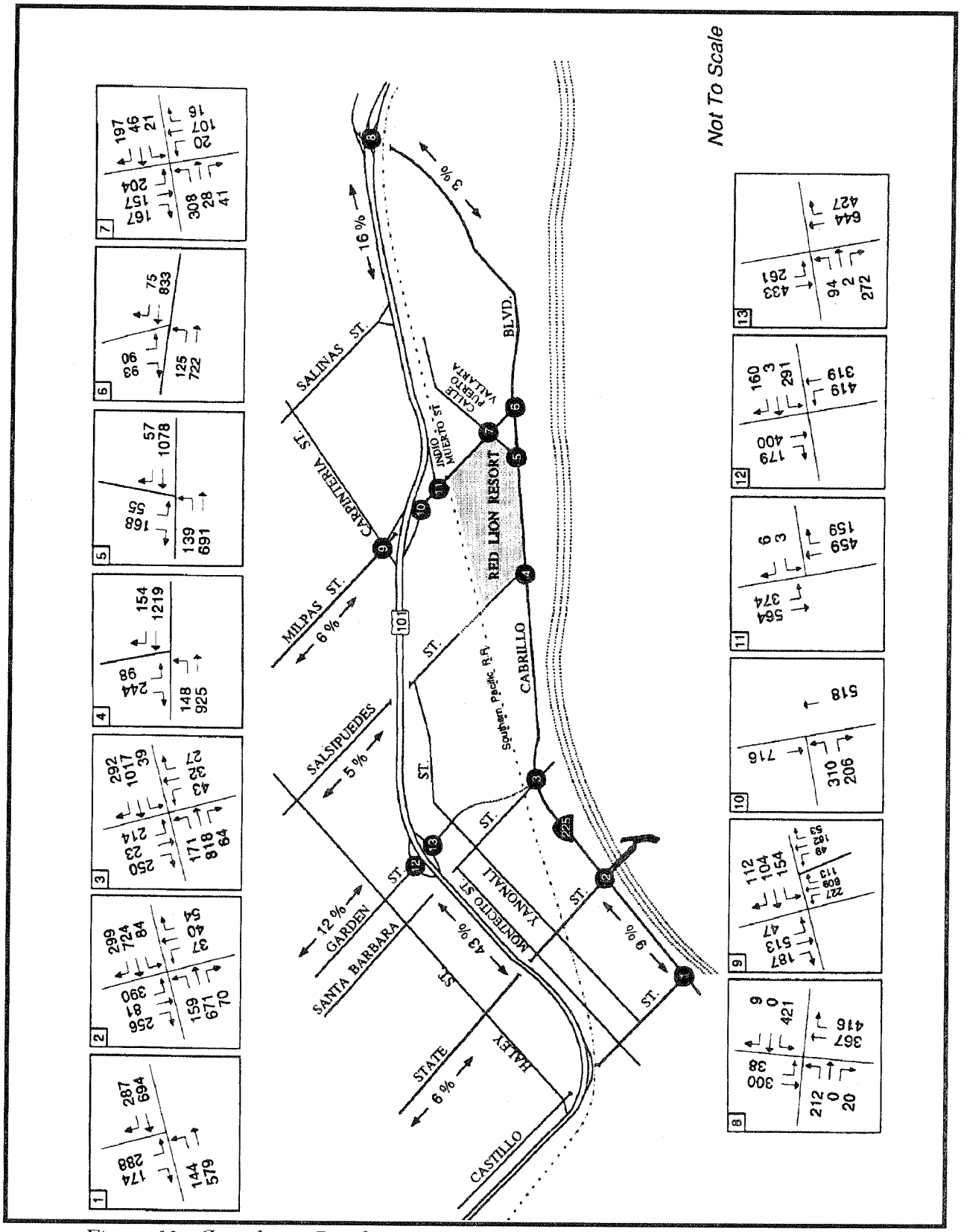


Figure 13: Cumulative Baseline + Project Volumes, Sunday Peak Hour

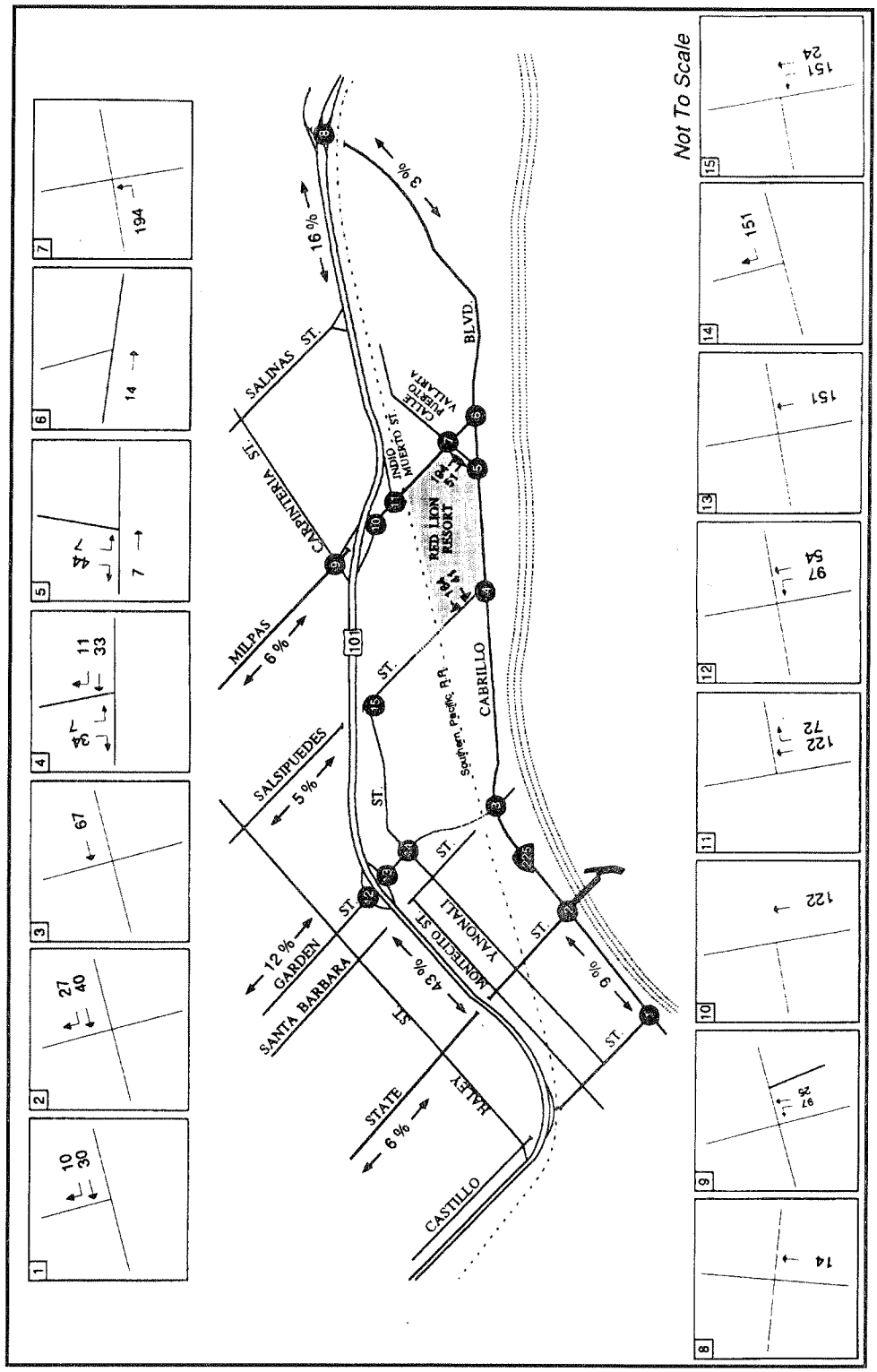


Figure 14: PM Peak Hour Project Trips (Percentages Indicate Project Trip Distribution)

5.2.2.5 Traffic Impacts of "Special Events" Proposal

As indicated in the Project Description (Chapter 3), the Red Lion has requested the ability to schedule up to six annual "special events" which would have a likely maximum of 2,872 participants. Using the same assumptions as developed for the 1,200-attendee event, these special events could have the following trip generation:

- 2,872 participants * 100% drive ÷ 2.0 persons per vehicle * 75% leaving in peak hour = **1,077 outbound peak hour trips**

Traffic Impact #2: Traffic from these six "special events" would have adverse impacts on traffic operations, although not significant because the City's thresholds of significance are based on traffic generation over time, rather than on infrequent events. The 1,077 peak-hour outbound trips would probably be dispersed over a larger area and over a longer time frame, because a special event would require a remote parking lot; thus, it would be tenuous to predict specific peak-hour impacts at study intersections. It is likely that impacts would be most pronounced at the freeway access points (Garden and Milpas ramps, and at Cabrillo Boulevard).

5.2.2.6 Traffic Impacts of Revised Alternative Transportation Program/TDM Measures

As noted in Chapter 3 above (Project Description), the applicant already has an active Transportation Demand Management Program in place.[16] Some aspects of the proposed project would reduce or modify some of the existing TDM strategies involving bicycle parking and shuttle vans. This section will discuss the effectiveness of the measures that are in place now, and whether any of the proposed reductions to bicycle parking or the shuttle van would have any significant environmental impacts.

5.2.2.6.1 Existing Alternative Transportation Program Measures

The hotel already has adopted and implemented the following measures, as part of its compliance with previous conditions of approval, or on its own:

1. The hotel management administers a carpool program through the County Ride Sharing Program. The County's Ride Sharing Program personnel meet with hotel employees to explain the program and the benefits of carpooling, and management refers new employees to the County Ride Sharing Program in order to promote ride-sharing (DP Condition 15.V.A). In addition, 10% of the employee parking spaces are reserved for carpool spaces (Parking Modification Condition 9.F). The hotel also offers a guaranteed ride home for car-pool employees who must work overtime.

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16 ATE, 1992 (see above).

2. Bus passes are provided free to employees who wish to ride the bus (DP Cond. 15.VI.A). Maps showing bus routes are posted in key visitor areas as well as employee break areas.

3. The hotel has a shuttle van service between the hotel and the airport, Antrak, and bus station, and other nearby hotels (DP Condition #15.III A, B, C). When large groups warrant it, the hotel will also charter buses for transport to these locations and to regional points of interest.

4. Bicycle use is encouraged through ample bicycle parking, permanent availability of a bike rental facility in the hotel; posting of maps showing bicycle routes in the bike rental shop and visitor areas; and shower and locker facilities for employees who commute by bicycle. (DP Condition #15.IVA-E).

5. Finally, an on-site employee cafeteria is available, and employees are permitted free meals from the on-site restaurant facilities when working overtime. (No specific conditions).

5.2.2.6.2 Evaluation and Impact Analysis

The hotel's alternative transportation program appears to work well for employees and guests. According to the hotel's traffic consultants, 13% of employees use a carpool to commute; another 5% commute by bicycle and 6% use transit regularly.[17] It is estimated that on the average, 20% of the hotel's guests arrive by the hotel's shuttle van service.[18] These ratios indicate that the hotel's alternative transportation program has been moderately effective in discouraging the individual use of single-occupant cars.

Proposed Modifications to Bicycle and Shuttle Van Conditions

The applicant's request includes two items that would potentially affect the existing alternative transportation program:

- Reduced bicycle parking (133 spaces to 25, plus 25 employee spaces). This proposal is considered to have a *less than significant* environmental impact, although it would potentially constrain the availability of bicycle spaces. This conclusion is based upon the fact that the hotel has now had 10 years' experience in observing the demand for bicycle spaces by its employees and guests. A mitigation measure is recommended, however, to assure that sufficient spaces are provided and to assure their location close to the area of greatest demand, i.e. the conference center and restaurants.

- Reduced number of shuttles required (from six vans to no specific number). This proposal is also based upon 10 years' experience with the operation of an efficient van and shuttle

17 ATE, 1992 (see above).

18 Personal conversation with Tony diRaimundo, Red Lion Resort, March 31, 1996.

system. The hotel would prefer to have fewer vans on-site and lease or rent additional shuttles on an as-needed basis. This request would appear to have *less than significant* environmental impacts, provided that the hotel maintains its commitment to providing a van service as required by this condition.

Conference Center Attendance/Alternative Transportation Measures

The traffic study for this Supplemental EIR, in evaluating the traffic patterns associated with the conference facility, found that virtually all of the non-hotel guest attendees arrived via passenger car. On the basis of field observations, they also concluded that the average vehicle occupancy for conference attendees was 2.0 -- a relatively high ratio. Based on these two ratios, however, the traffic study concluded that increasing the conference center limit to 1,200 non-hotel guests would still have significant parking and traffic impacts. It is possible that a more aggressive alternative transportation program directed toward non-hotel guests attending conferences at the hotel could result in reduced traffic and parking impacts. Accordingly, the next section recommends a mitigation measure that would require specific steps to be taken to improve the use of alternative transportation for conference attendees.

5.2.3 Traffic Mitigation Measures

As noted above, there are two identified significant traffic impacts resulting from the proposed project, one relating to the intensified use of the local conference center, and the other from the six "special events."

5.2.3.1 Proposed Intersection Improvements

With cumulative baseline plus project traffic, the following intersections would be operating in excess of the City's threshold of LOS C (0.77): Cabrillo/Garden, Cabrillo/101, Milpas/101 NB/Carpinteria, Milpas/101 SB Off-ramp, and Milpas/101 SB On/Indio Muerto, Garden/101 NB, and Garden/101 SB. In response, the following measures are recommended.

T-1: Garden Street Extension: Complete this extension, including redesign of the southbound approach of Garden Street to its intersection with Cabrillo Boulevard to include a left-turn lane, a combination through-left lane, and a separate right-turn lane. The costs for implementing the Garden Street extension to Cabrillo Boulevard are already programmed by the City for the 1996-97 FY.

T-2: Cabrillo/101: Design and install an interim traffic signal at this location. This signal will remain in place until such time as major interchange improvements are made by CalTrans.

This improvement shall be funded by the Red Lion and other area developers.[19]

T-3: Milpas/101: Complete a roundabout at the Milpas/U.S. 101 Ramp Carpinteria intersection; and restripe the southbound approach on Milpas to Indio Muerto/U.S. 101 SB On-ramp, to include dual left-turn lanes and a separate through lane. This improvement is funded by Measure D funds.

T-4: Salsipuedes Street Extension: As part of this approved extension, and subject to approval of the City Public Works Director, relocate the westerly driveway of the Red Lion as far to the south as feasible. The street extension shall provide a left turn in the median from southbound Salsipuedes into the Red Lion without stacking vehicles across the railroad crossing. The driveway relocation should be accomplished without relocating any buildings or major facilities (e.g., tennis courts). Signs to U.S. 101 North shall also be provided to direct traffic from the hotel to the Garden Street intersection via Salsipuedes and Yanonali Streets. The Salsipuedes Street extension is funded by the City; the driveway relocation and associated costs are to be funded by the applicant.

With cumulative baseline plus project traffic, the Garden/101 NB intersection would function at LOS C (0.78) while the Garden/101 SB intersection would function at D (0.85). City staff have advised that both the northbound and southbound approaches on Garden Street will be re-striped to include dual left-turn lanes for both on ramps. These improvements will be installed as part of the approved Garden Street extension project. With these improvements, the Garden/U.S. 101 NB ramps intersection would function at LOS B (0.63) during the Friday peak hour and A (0.51) during the Sunday peak hour with cumulative baseline plus project traffic. The Garden/101 SB ramps intersection would function at LOS B (0.68) and A (0.56) during the same time periods. These improvements are already designed into the approved Garden Street extension project, and therefore are not considered mitigation measures for this project.

The above mitigation measures would result in Class II impacts *(less than significant)* at each of the above intersections. It should be noted, however, that if the project is approved and changes in conference facility operations occur before the improvements are in place, there will be significant and unavoidable traffic impacts until the improvements are completed.

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[19] A signal may be an interim measure at this location. A planned widening of Highway 101 from four to six lanes, between Santa Barbara and Montecito, would also affect this interchange. The ultimate plan for Highway 101 widening is at least 5-15 years or more in the future, however. It is still not clear at this time what portion of the signalization improvements would need to be modified, which agency would be responsible for such modifications, or under what time frame. Discussions with Caltrans indicate they have reviewed the idea of signalization at this location, and have no concerns about installing a signal as an interim measure.

5.2.3.2 Special Events Impacts

The following measure is recommended in order to address that portion of the project that concerns special events:

T-5: Require Approved Traffic Control and Parking Plans for All Special Events: The Red Lion Resort should submit a traffic control and parking plan to the City of Santa Barbara at least 90 days prior to any "special events" that may be held at the facility. Such plans should include measures to coordinate traffic and parking generated by the Red Lion event with any other events taking place in the Waterfront area at the time. (See also Measure #T-8 below). Said plan shall be subject to review and approval by the Community Development Director in consultation with the Public Works Director.

5.2.3.3 Alternative Transportation Measures

Although the proposed modifications to the hotel's TDM program were considered to be *less than significant*, the following measures are recommended in order to improve the program:

T-6: Assure Appropriate Distribution of Bicycle Parking: The hotel's request for reduced bicycle parking should be reviewed to assure that the remaining 25 bicycle spaces provided on-site are located near the main entrances to the conference center facility.

T-7: Provide Shuttle Service for Conferences: The hotel shall provide shuttle or bus service for sponsors of conferences, where their attendees are sufficiently concentrated that such a service would be feasible. The hotel shall provide evidence to the City as to the manner in which conference sponsors are provided information about this service, and the degree to which they have responded to this service, prior to consideration of any further adjustment to the facility use limitations.

T-8: Special Events/Coordinate Transit and Shuttle Service: For the six special events that the hotel has requested to be free of limits on non-hotel guests, the Red Lion should be required to submit a transit and shuttle service plan in conjunction with any parking plan. This service shall be coordinated with other plans by MTD, other Waterfront Area event sponsors, and the City to achieve maximum effective use of available transit vehicles.

5.2.4 Residual Impacts

With respect to the proposed removal of the limit on non-hotel guests, the implementation of the above mitigation measures for the impacted intersections would result in traffic flows accommodated within the City's Thresholds for intersection performance. Accordingly, all residual impacts are predicted to be *less than significant.*

There would, however, be *significant unavoidable impacts* at one or more intersections if the limits on attendees and the peak-hour travel restrictions are removed from the Red Lion Resort *prior to* implementation of the various improvements proposed for the intersections. These impacts, and their anticipated duration, may be summarized as follows:

- Garden Street Extension and Salsipuedes Street Extensions: These improvements are already approved and funded, and are expected to be completed by the end of 1997. Any impacts from the removal of limitations on the Red Lion Resort are expected to be *short-term.*

- Milpas/U.S. 101 Interchange: The roundabout improvements are funded; however, they are currently undergoing design changes that will require additional local approvals. Any impacts on this intersection from the removal of limitations on the Red Lion Resort are also expected to be *short-term.*

- Cabrillo/U.S. 101 Interchange: If the Red Lion does not fund the installation of the interim traffic signals recommended for this intersection prior to removal of the facility use limitations, a long-term Class I traffic impact could result at this intersection. The timing for completion of the Waterfront Hotel is unknown, as are CalTrans plans for improvement of this intersection as part of the Highway 101 Widening Alternatives now under consideration.

With respect to the proposal for the six Special Events, the City's Thresholds for intersection performance do not apply. Proposed Mitigation Measure T-5, if implemented correctly through the City's review and approval of the Red Lion's shuttle service plans, would reduce these episodic impacts to some degree. The "Special Events" request would still be considered to have adverse but short-term, episodic impacts on traffic circulation and intersection LOS.

Based on the above analysis and recommended mitigation measures, it is concluded that modifications to the hotel's alternative transportation program are *less than significant*.

5.3 PARKING AND INTERNAL CIRCULATION

This section will evaluate and propose mitigation measures for the parking and internal circulation impacts generated by the proposed project. Most of the following analysis is derived from the study by Omni-Means, Incorporated (Appendix C) prepared for this Supplemental EIR. Additional data was derived from the applicant's traffic study (ATE, 1992).

5.3.1 Existing Parking Conditions

Parking available to the Red Lion includes both on-site parking as well as off-site spaces that are accessible to patrons of the hotel.

5.3.1.1 On-site Parking

Presently, there are a total of 930 passenger vehicle parking spaces provided in the Red Lion Resort parking lot and within the hotel's entry court. Also, various curbside loading and unloading areas are provided near the hotel and conference center entrances, and eight bus parking spaces are provided at the western end of the parking lot.

As a convenience to guests and other patrons of the hotel, the Red Lion provides free valet parking. When large events are occurring in the conference center, up to 50 additional vehicles could theoretically be accommodated on-site by stacking vehicles in the aisles of the section of the lot designated for valet parking and around the perimeter of the entry court. Under normal conditions, however, the parking lot is substantially open and valets do not need to stack vehicles. Valet parking and stacking of vehicles, when needed, can increase the hotel's passenger vehicle parking capacity to approximately 980 spaces.

Thus, the Red Lion Hotel currently has a peak capacity (with valet parking) of 980 spaces. This capacity would be reduced, however, by an agreement between Red Lion ownership and the developers of the Waterfront Hotel, which is proposed to be constructed on the west side of Salsipuedes Street. When the City recently approved the Waterfront Hotel project, a condition was added to provide that for special events, that hotel is required to provide 100 parking spaces off-site for special events, either in the Red Lion parking lot or on Southern Pacific property north of the railroad tracks. An agreement to that effect has been executed between the two properties, although the use of the 100 spaces is made permanent and is not restricted to special events. (See Appendix B). The final implementation of this agreement is subject to the City's approval, which may occur through its approval of the revised Parking Modification for the Red Lion proposed herein.

The agreement also provides that the Waterfront Hotel may request use of an additional 50 spaces in the Red Lion lot, subject to 30 days' notice to the Red Lion Hotel, for a total of 150 spaces. The agreement provides a reciprocal right to the Red Lion to use up to 50 spaces within the 100-

space portion of the lot that is yielded to the Waterfront Hotel. Essentially, this agreement reduces the capacity of the Red Lion parking lot from 980 to 880, with a peak-use capacity of 930 when the Red Lion requests 50 spaces from the Waterfront Hotel, and when the Waterfront Hotel does not require their use for that hotel's activities.

5.3.1.2 Off-site Parking

According to the applicant's traffic consultant (Associated Transportation Engineers, or ATE), there are approximately 210 on-street parking spaces on four street segments within 1/4 mile of the hotel. In 1992, ATE estimated that only about 1/3 of these spaces were occupied after 6:00 p.m., the period when the hotel's conference center usage would generally be highest. Thus, approximately 130 spaces would be available to serve hotel patrons in the event that the hotel's lot were full.

Three off-street parking lots are also located within close proximity to the hotel and could theoretically accommodate overflow parking from the hotel. These include Cabrillo Ball Park, Dwight Murphy Field, and Cabrillo Pavilion (West Parking Lot). These lots contain a total of 293 spaces, which ATE estimates to be only 1/3 occupied after 6:00 p.m. ATE estimated that 196 spaces were available in these lots during the peak-use evening period for the hotel.

The parking lot for the Santa Barbara Zoological Gardens, located approximately 1/4 mile from the hotel, contains a total of 344 spaces. This lot is generally not used for Zoo events during evening hours. The Zoo currently utilizes the Red Lion Resort parking lot at times when they host large events; their four biggest events each year attract over 1,000 participants. In turn, the Zoo parking lot could be used by hotel employees and/or participants attending large events at the conference center. The Executive Committee of the Board of Directors of the Zoo have considered a proposal by Red Lion to share parking for special events and indicated that they are open to such an arrangement. The Red Lion would probably choose to use shuttle buses or trams to transport people between the Zoo and the conference center for those times when they schedule events that would utilize the Zoo's lot.

5.3.2 Environmental Impacts on Parking and Internal Circulation

The impacts of the project have been analyzed with respect to parking impacts from the proposed intensified conference center use, parking impacts during special events, and internal circulation impacts.

5.3.2.1 Conference Center Parking Demand

The peak potential for parking impacts would occur when the hotel is fully occupied and a local conference/event is scheduled. For the hotel, the maximum parking demand would occur during the late evening hours (after 9:00 PM) when demand by hotel guests and demand by patrons of

the restaurant/lounge would be at an absolute peak. Parking demand surveys at the Red Lion Hotel were cited in the Waterfront Park, Hotel, and Youth Hostel Project EIR. These data indicate that the potential peak hotel parking demand appears to be about 400 spaces, not accounting for conference center activity.[20]

If a local event/conference were scheduled for the evening, the parking demand by the non-hotel guest participants would be added to the estimated base hotel demand. If a 1,200 person local event were scheduled during the evening, the non-hotel guest participants' parking demand would overlap with the basic hotel demand. Using the 2.0 auto occupancy factor, the non-hotel guest event participants would have a peak demand for 600 spaces. This 600-space demand, together with the normal peak potential demand for 400 spaces for the hotel and restaurant/lounge, would result in a combined peak demand for 1,000 spaces.

Parking Impact #1: During those times when the potential peak demand occurs, the estimated parking space requirement is for 1,000 spaces. This demand would exceed the hotel's maximum capacity, which would be either 880 spaces (assuming valet parking) or 930 spaces (assuming valet parking plus use of 50 spaces from the Waterfront Hotel). Thus, a deficit of about 70-120 spaces would occur during "typical" busy evenings when a large conference is also scheduled. This peak parking deficit is considered to be a *significant environmental impact.*

5.3.2.2 Special Event Parking

As noted in Section 5.2 above, it is estimated that substantial traffic and parking impacts could occur during up to six proposed "special events," for which the applicant is proposing to have no limits on conference center use. When these events occur, it is estimated that up to 2,872 participants could be anticipated at the conference center (approximately the Uniform Building Code capacity of the Plaza del Sol outdoor area).

The parking demand associated with these 2,872 participants, assuming that all drive and that the average occupancy is 2.0 persons per vehicle, would be 1,436 parking spaces. Because the Resort parking lot could not accommodate the demand from such an event, it is assumed that such special events would require a remote parking location with shuttle or an arrangement for special buses with the sponsor of the event. Because four of the six annual special events would require a parking plan approved by the City, the parking impacts could theoretically be managed by the parking plan.

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[20] It is noted that when hotel occupancy was at least 95% during 1995, the average hotel parking demand at 10:00 PM was 318 spaces. During 1995, the peak evening demand for a fully-occupied hotel was 473 spaces, but peak evening demand of over 400 spaces was recorded on only 5 occasions during 1995; therefore, 400 spaces is considered to be the reasonable worst case for purposes of calculating parking demand.

The Resort request includes a provision, however, that two of the six annual special events could be held without a parking plan, when they are timed to coincide with other special Waterfront Area events (e.g., 4th of July).

Parking Impact #2: Although it is tenuous to predict the parking impacts for Special Events, they should be considered to be adverse, at least with respect to the two events for which no parking plans would be required. If the 1,436 space demand is focussed in the Resort area, the spillover demand would impact on-street parking and public lots throughout the Waterfront Area. Because of their episodic nature, however, they are considered to be *less than significant*.

5.3.2.3 Internal Circulation Impacts

While recognizing that internal circulation problems are unlikely to result in significant impacts, the Planning Commission requested that internal circulation issues be reviewed. Many of the Commissioners expressed concern about the potential for confusion regarding where to park and where facilities are located.

Internal circulation within the Red Lion's parking lot is currently not optimal. The organization of the lot and its major aisles is not clearly marked; signs do not generally segregate the various parking functions (registration parking, overnight spaces for registered guests, short-term/conference center parking, employee parking, and valet parking). It is not necessary that all spaces be delineated in this manner, but some improved signage would be helpful to direct guests as to the best places to park for these various functions.

The primary issue related to internal circulation is the convenience and clarity of the internal circulation for access from the easterly driveway. This driveway (on Calle Puerto Vallarta) would continue to serve a majority of Hotel guests and event participants. While the internal circulation is generally satisfactory, there appears to be some confusion for first-time visitors. Existing signs are limited, and pavement arrows have faded. As a result, in-bound motorists could be confused as to the locations for self-park spaces and valet parking spaces.

Another issue concerns the site's westerly driveway, which is now little-used. This driveway will eventually become more important with the planned extension of Garden Street from U.S. 101 to Cabrillo Boulevard, and with Salsipuedes from Yanonali to Cabrillo Boulevard. The westerly direction on Cabrillo Boulevard or Salsipuedes will then become convenient for connections between the site and U.S. 101, as well as to and from the Downtown and the Eastside. (With the current street system, much of the traffic bound for Downtown or U.S. 101 is loaded onto Milpas, and uses the easterly driveway).

The westerly driveway would not be able to connect across both directions of Salsipuedes, however, given its current location so near to the railroad tracks. There would be insufficient stacking distance between the tracks and the driveway entrance for left turns into the Red Lion parking lot, and northbound cars on Salsipuedes awaiting a train would block the driveway. Accordingly, only right-turn movements would be allowed in or out of this driveway, if it remains in its present location.

The driveway could be relocated in conjunction with the planned extension of Salsipuedes Street to connect across the railroad tracks. This southerly shift of the driveway, about 60 feet, would increase the distance between the Red Lion driveway and the planned Salsipuedes railroad crossing to minimize the conflict between this driveway access and the stacking of vehicles to await a crossing train.

The relocated Red Lion driveway would not necessarily align with the planned driveway for the approved Waterfront Hotel across Salsipuedes Street. That driveway would be about 140 feet further to the south, a distance that would effectively reduce the potential conflicts between vehicles turning in or out of the two driveways. The City has received an application from the Waterfront Hotel property owners to revise its site plan, which would result in alignment of the two driveways. The mutual alignment of these two hotel entrances must be carefully considered in the design of the median and turning lanes on Salsipuedes.

With the Salsipuedes extension, the westerly driveway would become an important access for non-hotel guest event participants. Salsipuedes would provide access to the U.S. 101/Garden interchange (via Yanonali) and to the Downtown and the Lower Eastside north of U.S. 101. As a result, it will be important that the Salsipuedes median area be designed to allow inbound left-turns at the Red Lion driveway.

Parking Impact #3: Internal circulation within the Red Lion's parking lot is currently not well suited to the intensified uses anticipated by this application. The alignment of the easterly driveway, and the internal organization of the lot, would both present constraints to optimal utilization of the existing parking lot, if they are not re-designed and improved in conjunction with this application. Although adverse, this impact is considered to be *less than significant.*

5.3.3 Mitigation Measures

The following mitigation measures are proposed in order to address the above parking and internal circulation impacts:

Parking Impact #1/Conference Center Parking Demand Deficit: The potential peak parking deficit would be about 70-120 spaces, during peak events that coincide with high occupancy. While it is unlikely that these peak demands would occur very often, the potential deficit is determined to be a significant impact, with the following mitigation measures:

P-1: Coordinate Scheduling: The Red Lion shall avoid coincidental scheduling of major conferences and special events by coordinating its scheduling with the Waterfront Hotel.

P-2: Maximize Parking Spaces from Re-design for Driveway Relocation on Salsipuedes: The potential deficit shall not be further reduced by re-design of the driveway to shift it to the south. Preliminary designs reviewed by the traffic consultant showed a loss of 16 spaces; this design shall be reviewed with the objective of retaining the parking spaces by re-configuring the driveway width and/or alignment.

P-3: Maximize Parking Lot Capacity/Provide for Enlarged Valet Parking Area: It is highly likely that additional parking could be established within the hotel's existing lot area. Prior to the approval of the Red Lion Parking Modification, the Red Lion shall submit plans and specifications, and the City shall review such plans, demonstrating that the lot's capacity has been maximized. Additional compact parking spaces and/or valet parking shall be provided in order to increase the capacity of the parking lot during peak periods.

For regular conference center use with 1,200 participants, the use of off-site parking with shuttle service would probably not be feasible. The estimated parking deficit would be relatively small (about 10% of the total supply), and off-site parking and shuttle service would probably not appear convenient to either the hotel guests or non-hotel guest event participants.

Parking Impact #2: Special Event Parking: As noted above, adverse but not significant parking impacts are anticipated from the occurrence of six "special events," two of which would require no parking plans, with no limits on conference center attendance. Traffic mitigation measures #T-5, T-7, and T-8 in Section 5.2 above would address these impacts, however. These measures would require that a parking and shuttle service plan be submitted for all such events; require regular use of a shuttle service for the conference facility, and require coordinated shuttle and parking plans for all special events with other Waterfront Area event sponsors.

Parking Impact #3: Internal Circulation: Two measures are recommended in order to improve the internal circulation of the Red Lion parking lot, as follows:

P-4: Re-align Westerly Driveway and Design Salsipuedes Street with Median Crossing: As noted in Traffic Mitigation Measure T-4, the re-alignment of the westerly driveway must be coordinated with the City's plans for Salsipuedes Street, and with the Waterfront hotel

driveway across Salsipuedes. This design must provide for full ingress and egress for the Red Lion's driveway, while also improving the functionality of the overall parking lot.

P-6: Improve Striping and Signing: With respect to internal circulation, Red Lion should develop an expanded signing and striping plan to guide entering motorists to self-park, valet parking and drop-off areas. To make self-park areas more immediately accessible, consideration should be given to moving the valet parking area somewhat further to the east, resulting in additional self-park spaces in relatively close proximity to the hotel's main entrance.

5.3.4 Residual Impacts

It is expected that some or all of the above mitigation measures will reduce any deficit of parking spaces to a *less than significant level*. Additional parking could be gained on-site to eliminate or substantially reduce the anticipated deficit in parking. In the event that this measure does not achieve the expected result, a project alternative is presented in the next chapter that would reduce the requested limit on non-hotel guests from 1,200 to 960, in order to stay within the existing lot's capacity.

The residual impact on internal circulation is considered to be *less than significant.*

The next section will present the proposed Mitigation Monitoring Plan for the mitigation measures presented above.

5.4 MITIGATION MONITORING PROGRAM

The California Environmental Quality Act requires every environmental impact report to include a program for monitoring of mitigation measures that are approved and/or made conditions of project approval. The purpose of the monitoring program is to assure the public, the City, and other public agencies that the measures included in the EIR will be effective and that the applicant will be required to implement them. The following monitoring and reporting program is an outline of the measures that may be taken to assure that all proposed mitigations in this EIR are fully implemented.

The monitoring program in this instance is qualitatively different from that associated with a typical development project, since no new construction is associated with this request. As such, the opportunities for checking compliance with the mitigation measures are more limited since there are no building permits to be issued nor any certificate of occupancy.

The City and the Red Lion already have an established relationship through enforcement of the existing conditions on the Development Plan and Parking Modification. In fact, the present request was initiated, in part, because of the City's concern over the hotel's compliance with these conditions. It is expected that all existing channels of communication with City Community Development staff and with other agencies will continue.

The primary means by which the Red Lion management coordinates with the City with respect to its event scheduling and compliance program is through an annual meeting, the contents of which are spelled out in the existing conditions of approval for the Development Plan (condition #II.A). This meeting, held in January of each year, is intended "to determine what local events scheduled during the upcoming year might conflict with hotel activities." The meeting includes representatives of the hotel, Community Development Director, Police Chief, Transportation Engineer, Parks and Recreation Director, and Chamber of Commerce. The condition provides that the hotel will not schedule events that would interfere with local special events.

The following monitoring system is recommended for the mitigation measures recommended in this EIR:

Table 5-10: Mitigation Monitoring Program

Impact ID #	Brief Summary of Measure	Responsible Entity (R) & Monitoring Agency (M)	Timing/Frequency	Compliance Check
T-1:	Improve Cabrillo/Garden intersection w/ left turn lane, right turn lane, etc.	R: Public Works M: City Planning	Prior to construction of intersection (1997)	City Planning
T-2:	Signalize Cabrillo/101 intersection	R: CalTrans/Public Works[21] M: City Planning	Unscheduled; should occur before scheduling large conferences	City Planning, Public Works/ Transportation
T-3:	Provide roundabout intersection at Milpas/101 NB/ Carpinteria. Provide dual left turn lanes at Milpas/Indio Muerto/101 SB On-ramp.	R: City of SB, Public Works M: City Planning	Roundabout Intersection planned for 1997.	City Planning, Public Works/ Transportation
T-4:	Relocated Westerly Driveway w/ Salsipuedes Street Extension.	R: City of SB Public Works M: City Planning	Salsipuedes Extension planned for 1996/97.	City Planning, Public Works/ Transportation
T-5:	Require Parking Plan Approval w/ All Special Events	R: Applicant M: City Planning	Periodic Review of Compliance with Project Conditions	City Planning to Review & Approve all Parking Plans
T-6:	Distribute Bicycle Parking Throughout Project	R: Applicant M: City Planning	Periodic Review of Compliance w/ Conditions	City Planning; require site visit w/in 90 days
T-7:	Provide Expanded Shuttle Service for Conferences	R: Applicant M: City Planning	Periodic Review of Compliance with Project Conditions	City Planning; require evidence of implementation w/in 30 days of project approval.
T-8:	Coordinate Transit/Shuttle Service for Special Events	R: Applicant M: City Planning, Public Works	Event-by-Event review with City (up to 6 times/yr.)	Require submittal of parking and transit/ shuttle plan at least 90 days<event; approval by City w/in 60 days<event.

[21] Note: Responsible entities for design and implementation of the Cabrillo/101 traffic signals are CalTrans and the City Public Works Dep't.; funding is the responsibility of the applicant.

Table 5-10, Monitoring Program, Continued

Impact ID #	Brief Summary of Measure	Responsible Entity (R) & Monitoring Agency (M)	Timing/Frequency	Compliance Check
P-1:	Coordinate Scheduling of Special Events w/ New Waterfront Hotel	R: Applicant M: City Planning	Annual meeting; involve both hotels.	City Planning
P-2:	Maximize Parking Spaces from Re-design for Driveway Relocation on Salsipuedes	R: Applicant M: City Planning	1996-97	Public Works/ Transportation
P-3:	Maximize Parking Space Capacity/Provide Enlarged Valet Parking	R: Applicant M: City Planning	Prior to Approval of Parking Modification	City Planning
P-4:	Re-align Westerly Drive-way/ Design Median in Salsipuedes Extension	R: Applicant M: City Planning, Public Works	1996-97	Public Works/ Transportation
P-5:	Improve Striping and Signing in Parking Lot to Facilitate Internal Circulation	R: Applicant M: City Planning	Periodic Review of Compliance w/Conditions on project approval	City Planning; re-quire site visit w/in 90 days

6.0 ENVIRONMENTAL EVALUATION

This section will provide an analysis and discussion of several topics that are required by the California Environmental Quality Act for any EIR: Alternatives to the Project; Unavoidable Impacts of the Project; and Growth Inducement. Other requirements of the California Environmental Quality Act Guidelines Section 15126(e) and (f) were addressed in the original EIR and did not change as a result of this proposal.

6.1 PROJECT ALTERNATIVES

As noted in Section 5.1, the impact analysis concluded that only two of the six separate requests that comprise this project would have a potentially significant effect on the environment. These two elements were: 1) The proposal to raise the limit of non-hotel guests permitted at any conference from 500 to 1,200; and 2) The proposal to eliminate the limits for up to six "special events" annually. The proposal to eliminate the peak-hour restrictions for conference scheduling were evaluated by estimating the peak-hour traffic impacts from attendance by 1,200 non-hotel guests during the peak hour. A separate request to eliminate the limit of 1,000 on overall conference attendance was found to have no impacts that are separate from the other two requests. Additionally, the requested reduction in the number of bicycle parking spaces and the number of shuttle vans were deemed to have less than significant environmental impacts.

Alternatives to the project, then, are focussed upon the first two elements that deal directly with the limits on non-hotel guests. In addition, a "no-project" alternative is discussed below.

6.1.1 No-Project Alternative

Under the no-project alternative, the hotel would retain its current conditions and operate substantially as it has in the last 2-3 years of operation. Data submitted by ATE indicates that prior to this time, over a 2-year period from mid-1989 through 1991, the hotel had booked about 65 conferences that involved in excess of 500 non-hotel guests[22]. In recent years, however, the hotel has substantially complied with the limit.

If there is no adjustment to either of the two limits, and assuming that the hotel continues to comply with the existing limits, there would be *no impacts* on traffic, parking, or air quality.

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22 The 1992 ATE study indicated that about 65 conferences were not in compliance with the limit over a two-year period ending in 1991. The number of participants at these events ranged from 500 to 1,260.

6.1.2 Reduced Limit on Non-Hotel Guest Conference Attendance

The Red Lion has requested that the limit on non-hotel guest attendance at conferences be increased from 500 to 1,200. The traffic and parking impacts of such large conferences were determined to be significant, but they can be mitigated as recommended in Sections 5.2 and 5.3, above.

The hotel could be permitted an increase from 500 to 960 (rather than 1,200) in non-hotel guest attendance at the conference center facility. This increase would have accommodated most of the 65 non-complying conference events scheduled at the hotel over the 1989-91 period. If this reduced limit of 960 persons were implemented, the incremental traffic from the additional non-hotel guests would involve 360 net new peak hour trips (versus 450 for the 1,200-person limit). With a reduction of only 90 peak hour trips, achieved by lowering the 1,200-guest limit to a 960-guest limit, traffic impacts would continue to be significant at the Cabrillo/Santa Barbara, Cabrillo/101, Milpas/101, and Garden/101 intersections, but these impacts would be correspondingly smaller. As such, they would still be subject to effective mitigation as prescribed in Section 5.2.3 above.

The proposed project also involves a significant impact on parking, since the combination of 100% hotel occupancy and 1,200 non-hotel guests involved a deficit of 70-120 parking spaces in the hotel's lot. Mitigation measures are recommended that are expected to enable the hotel to accommodate this parking. If, however, one or more of these measures prove to be infeasible, the reduced limit of 960 non-hotel conference guests would cut the number of peak-hour parking spaces required for the conference facility by 120 (240 fewer non-hotel guest participants, requiring an average of 1/2 space per person). Thus, this reduced limit on non-hotel guests would also reduce the parking deficit to a *less than significant* level.[23]

6.1.3 Higher Conference Limits Coordinated with Expected Low Hotel Occupancy

It is apparent that the peak-hour parking impacts are based upon concurrent scheduling of a large conference with 100% occupancy of the hotel. Data from the hotel indicates that the 100% occupancy levels are reached only during certain periods of the year (i.e., certain weekends and much of the Summer).

On the basis of ten years' operating experience with the hotel, it is possible to consider a more flexible limit on non-hotel guest attendance that permits the hotel to schedule larger conferences during periods when it is reasonably expected that room occupancy will be lower. These would include, for example, most weekday periods (particularly early in the week) and non-holiday weekends during the period of October 15 through March 15. In this manner, the hotel would be

[23] This conclusion rests on the assumption that the hotel will also be able to coordinate its scheduling of large conferences with the Waterfront Hotel to assure that it has full access to the parking spaces otherwise granted to that hotel under the new agreement between the two properties. This coordination is required by Mitigation Measure P-1.

enabled to make maximum effective use of its facility and the combined impact on traffic, parking, and air quality from conference attendance and hotel guests might be kept within the City's thresholds of significance. It would appear likely that traffic impacts, in particular, would be able to fall within the thresholds, provided that the key intersections are improved as recommended within Section 5.2 above. The peak summer period typically has substantially higher traffic levels in the Waterfront Area than the off-peak period. Parking impacts would depend upon how low the Resort's occupancy level was during the off-peak period, and how many additional spaces are able to be generated through the re-design of the hotel's parking lot.

The specific design of a "flexible limit" alternative is beyond the scope of this Supplemental EIR. It is recommended, however, that consideration be given to a conceptual outline of this condition, possibly to include the following elements:

- During defined periods when hotel occupancy is expected to exceed 80% (or 85%) -- probably most weekends and the months of July and August -- the hotel may not schedule conferences that are expected to include more than 1,000 non-hotel guests.

- When hotel occupancy is expected to fall between 50% to 80% (or 85%), the hotel may be permitted to schedule conferences that include up to 1,200 non-hotel guests. These "shoulder" periods should be defined based upon statistical analysis of occupancy data.

- When hotel occupancy is expected not to exceed 50%, the hotel may be permitted to schedule conferences that include up to 1,500 non-hotel guests. These "off-peak" periods would include almost any Sunday-Wednesday period outside of July and August, and possibly many (even most) of the weekends between October 15 and March 15.

Monitoring of such a flexible limit might be problematic; however, the City and the hotel already collect and communicate substantial amounts of data on parking lot usage and traffic demand. As data is available from such a flexible limit, additional modifications may be made in order to assure that significant impacts on traffic, parking, and air quality do not occur.

6.1.4 Impose Limits on Occupancy/Modify Request to Eliminate Limits During "Special Events"

As noted in the air quality analysis, the request to eliminate the limits on non-hotel guest attendance at "special events" would generate significant air quality impacts. It is possible, of course, merely to exclude this part of the applicant's request. If this is done, *the one remaining significant Class I environmental impact on air quality would be reduced a less-than-significant level.*

It is also possible, however, to consider a modified limit on the "special events" attendance to assure that air quality thresholds would not be exceeded. The threshold is 25 lbs/day, and the criterion pollutant that is exceeded the most is Reactive Organic Compounds (ROC), with 37.93 lbs/day. That estimate was based upon a daily traffic volume of 3,558 during a special event. As long as daily trips do not exceed about 2,350, however, the 25 lbs/day threshold would not be

exceeded. This corresponds to a net new attendance at the conference facility of about 1,560 and a gross limit of 2,060 non-hotel guests. The City may wish to consider imposing a "special events" limit of 2,060 in order to assure that air quality thresholds are not exceeded. Emissions of ROC and of NO_X would have *no significant impact* because they would be estimated to fall at or below the threshold of 25 lbs/day.

6.1.5 Acquire Additional Parking Area

It has come to the attention of the City that Southern Pacific may be abandoning its railroad spur adjacent to this site in the near future. If so, a 40 to 50-foot strip of railroad right-of-way could become available to the Red Lion for additional parking.

In order to implement this alternative, the City shall require that Red Lion submit evidence that it has engaged in good-faith negotiations with Southern Pacific Corporation to acquire any additional right-of-way adjacent to the property for parking. If such right-of-way is available, Red Lion shall submit plans and specifications to the City along with a proposed implementation schedule for completing the additional parking.

6.1.6 Environmentally Superior Alternative

The California Environmental Quality Act requires that an EIR identify an environmentally superior alternative, which may be the proposed project, among those options considered. The environmentally superior alternative is required to mitigate or lessen any Class I impacts generated by the project, if it is possible to do so.

The proposed "special events" request would appear to have significant (Class 1) air quality impacts, due to trip generation associated with these events. These impacts would be eliminated through Alternative #4 described in Section 6.1.4 above. Therefore this alternative, which would impose a limit on the number of persons allowed to attend the special events, appears to be the environmentally superior alternative.

6.2 Unavoidable Adverse Impacts

There is only one unavoidable significant adverse impact of the project, based upon the conclusion stated above. The only significant Class I impact is the air quality impact from the proposed "special events" part of the applicant's request. Even this impact may be eliminated, however, through adoption of the limit of 2,060 persons on such events, as suggested above.

6.3 GROWTH INDUCEMENT

Approval of this request by the City might have a growth-inducing impact because of several factors. Intensified use of the Red Lion's conference center could lead to higher occupancy of nearby hotels and increased patronage of restaurants, bars, and other visitor-serving retail uses and attractions. The economic stimulus that larger conferences and events would bring to the Waterfront area could enhance the financial prospects of other development and redevelopment projects nearby.

In addition, the City may grant approval of the parking agreement between the Red Lion and the proposed Waterfront hotel, concurrently with the subject application. The 100-space portion of the Red Lion's lot that is granted by this agreement fulfills a required condition of approval for the Waterfront Hotel. As noted above, the more intensive usage of the Red Lion's conference center would also benefit the development of the Waterfront Hotel indirectly.

While the increased use of the Red Lion conference center, as proposed, would be a moderate stimulus to other visitor-serving development in the Waterfront area, this project is not significantly "growth inducing." This proposal would indeed encourage other visitor-serving projects, such as Waterfront Hotel. These projects are all subject to the City's Local Coastal Program, however, which has anticipated and encourages more intensive visitor-serving uses in the Waterfront area.

It is also essential that consideration be given to the growth inducement that would result from mitigation measures presented with this project -- especially road or intersection improvements such as these:

- The proposed roundabout at the Milpas and 101 interchange;
- Signalization of Cabrillo and 101;
- Extension of Salsipuedes Street across the railroad tracks; and
- Enlarged intersection at Cabrillo and Garden Street extension.

The City has already given substantial consideration and analysis to these proposals, since all are currently planned or programmed for implementation within the next 2-3 years. Taken together, they will substantially improve traffic circulation within the Waterfront Area. The proposed Waterfront Hotel is anticipated to contribute to some of these improvements (e.g., Cabrillo and 101 signalization).

To the degree that completion of these improvements is essential to the effective flow of cumulative traffic volumes, it would appear that they are indeed "growth inducing." The City has made a determination that these improvements are consistent with its General Plan, however, as well as the Local Coastal Program. To the degree that they facilitate visitor-serving development, including intensified use of the Red Lion Resort, their growth-inducing impact is considered to be *less than significant.*

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7.0 REFERENCES AND PERSONS CONTACTED

The following persons or sources were contacted during the preparation of this Supplemental EIR:

Persons and Organizations Contacted

City of Santa Barbara:
Janice Hubbell, AICP, Project Planner, Community Development Department
Debra Andaloro, Environmental Analyst, Community Development Department
Bettie Hennon, Senior Planner, Community Development Department
Rob Dayton, Senior Transportation Planner, Transportation Department

Consultant Team:
John B. Ashbaugh, AICP, Principal, Perspective Planning
George Nickelson, Principal Engineer, Omni-Means Engineers
Peter Galloway, Associate Traffic Engineer, Omni-Means
John Larson, Senior Environmental Scientist, PRA Group

Red Lion Resort:
Tim Bridwell, General Manager
Eric Maase, Engineering Department
Tony DiRaimundo, Marketing Department
Frederick Clough, Schramm & Raddue, Attorneys
Robert L. Faris, P.E., Associated Transportation Engineers

Others:
Jim Damkowitch, Transportation Planner II, Santa Barbara County Association of Governments
Vijaya Jammalamadaka, Air Quality Analyst, Santa Barbara County Air Pollution Control District

References

Associated Traffic Engineers, Traffic counts conducted August 16-23, 1989, Santa Barbara, California.

Associated Transportation Engineers, "Supplemental Parking Plan and Updated TDM Program for Fess Parker's Red Lion Resort," March 30, 1992.

California Air Resources Board. 1988. AQAT-2: Air Quality Analysis Tools, California Air Resources Board, Sacramento, CA.

City of Santa Barbara, General Plan (includes Land Use, Circulation, Housing, Open Space, Conservation, Safety, and Noise Elements), various dates.

_____, Local Coastal Program

_____, Master Environmental Assessment

_____, Parking Design Standards

_____, Municipal Code and City Charter

_____, Uniform Building Code as adopted by City

_____, Zoning Ordinance and Zoning Map

Interface Planning and Counseling Corporation, Waterfront Park, Hotel, and Youth Hostel FEIR, City of Santa Barbara, 1993.

Santa Barbara County Air Pollution Control District. 1994. 1994 Clean Air Plan. Santa Barbara County APCD, Goleta, California.

_____, 1994b. Offsite Mitigation Program for Mitigating Air Quality Impacts: Manual of Procedures. Santa Barbara County APCD, Goleta, California. November.

_____, 1996. Scope and Content of Air Quality Sections in Environmental Documents. Santa Barbara County APCD, Goleta, California. January 8.

Transportation Research Board, Circular 212, January, 1980.

Transportation Research Board, Circular 373 , AWSC-ALL, Version 1.1

U.S. Department of Transportation, Federal Highway Administration, Manual on Uniform Traffic Control Devices, Revision No. 4, March 1986.

Wood, Dick, and Paul Benson, P.E. 1988. Air Quality Technical Analysis Notes. California Department of Transportation, Division of Construction, Office of Transportation Laboratory, Sacramento, CA.

8.0 COMMENTS AND RESPONSES TO COMMENTS

Comments were received from the following entities on the Draft Supplemental EIR:

Public Agencies

6/13/96	Janice Hubbell, Project Planner	City of Santa Barbara
6/17/96	Janice Hubbell, Project Planner	City of Santa Barbara
5/20/96	Vijaya Jammalamadaka, Air Quality Specialist	Santa Barbara County Air Pollution Control District

Private Organizations

None

Individuals

6/14/96	Ed Dawson, 5098 Cathedral Oaks Rd., Santa Barbara, CA 93111
6/17/96	Richard A. Stromme, PO Box 162, Santa Ynez, CA 93460

Each of the above letters are reproduced below, followed by the consultant's responses to the comments presented in the correspondence. Each comment is numbered, with numbers supplied by the consultant where needed, and may be cross-referenced to the responses on the page(s) following.

Revisions to the Draft EIR have been made in several instances, in response to these comments. Where this occurs, the nature of the change is noted within the consultant's response. No revision marks are supplied within the Final EIR to indicate where changes were made from the Draft EIR.

City of Santa Barbara
California

MEMORANDUM

DATE: June 13, 1996

TO: Planning Commission

FROM: Planning Division, BH/DA/JMH

SUBJECT: COMMENTS ON THE RED LION DRAFT SUPPLEMENTAL EIR

Planning and Transportation Staff have reviewed the Red Lion Draft Supplemental EIR (SEIR) and have a substantial number of comments on the document. Our primary comments are summarized in this report to you. We will also be forwarding additional comments (a draft copy is attached as Exhibit 1) to the report preparer, Perspective Planning, along with a marked up copy of the Draft SEIR with minor wording changes and grammatical and typographic errors. Our comments are arranged by SEIR Chapter and Section.

1.0 INTRODUCTION

No substantial concerns.

2.0 DECISION-MAKERS SUMMARY TABLE

1 The Summary Table incorrectly states that Parking Impact #2, parking impacts that would result from the proposed Special Events, would have Class II, significant but mitigable impacts. It is stated correctly in the text that this impact would be a Class III impact, adverse but not significant.

2 This table will also need to be updated to show the changes in the Final EIR that result from other comments made on the Draft EIR. The summary of alternatives will also need to be revised to reflect changes made in the Final EIR. In particular, Alternative #3 only eliminates parking impacts and Alternative #4 is focused on reduction of air quality impacts to less than significant levels. These are discussed in more detail below.

3.0 PROJECT DESCRIPTION AND GENERAL PLAN CONSISTENCY

No substantial concerns.

4.0 ENVIRONMENTAL SETTING

No substantial concerns.

5.0 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Air Quality

Regulatory Framework

3 This discussion needs to be updated to include information regarding the three air quality violations that occurred in the South coast during May 1996. These violations may result in Southern Santa Barbara County be reclassified from a Moderate to a Serious Non-Attainment Area for ozone under federal standards.

Environmental Impacts

4 Thresholds of Significance - The discussion at the bottom of page 5-10 indicates that there is some question whether the Air Pollution Control District's (APCD) thresholds apply to events that happen only occasionally, such as the six "Special Events" proposed by the applicant. In our discussions with APCD Staff, they have made it clear that this threshold does apply because the threshold is based on individual violations of the state and federal standards. This is different than City traffic thresholds, for instance, that are based on long term averages for Friday p.m. peak hour traffic or Summer Sunday afternoon peak hour traffic. The discussion in the EIR needs to be revised to reflect our discussion with APCD Staff. This revision will not result in any changes to the SEIR's conclusions that special events will cause a Class I environmental impact.

Traffic

Environmental Impacts

5 As analyzed, this EIR concludes that there are project-specific and cumulative traffic impacts at the Garden St./U.S. 101 southbound intersection. However, this analysis is not based on the fact that the lanes from Garden Street to U.S. 101 southbound will be restriped to create dual left-turn lanes onto the freeway as part of the approved Garden Street extension. This is already included in the project description for Garden Street. However, even if this analysis is redone, project traffic will cause an impact at this intersection until the Garden Street extension improvements are completed.

Mitigation Measures

6 The Mitigation Measures need to be rewritten and redefined to be more clear about what they are and include who is responsible for their installation and funding. The following changes need to be made:

» Mitigation T-1 (Redesign of Cabrillo/Garden Intersection) - This design change is being made by the City with no cost to the applicant and should be incorporated into a mitigation measure that reflects that completion of the extension is necessary to mitigate traffic impacts generated by the project.

» Mitigation T-2 (Cabrillo/101 Intersection) - The timing discussion should not be included in the individual Mitigation Measures. All of the traffic mitigation measures for intersection impacts need to be in place prior to lifting the peak travel period restrictions on the conference facility, otherwise there will be Class I traffic impacts. This is discussed in more detail below.

» Mitigations T-3 and T-4 (Milpas/101 Intersections) - These two mitigations (the roundabout and the changes to the Milpas/Indio Muerto/U.S. 101 SB On-ramp) will be handled together as part of the Milpas/101 Interchange improvements. In addition, while the project has not received Coastal Development Permit approval, it is fully funded with Measure D funds. There will be no cost to the applicant.

Finally, this mitigation includes discussion of the necessary changes required to the Red Lion's western driveway in order to provide adequate access to and from the hotel (last two sentences of T-3). This mitigation should be called out separately from the Milpas interchange improvements.

» Mitigation T-5 (Garden/101 Interchange) - As noted above, the restriping of this interchange to create dual left-turn lanes from both north and southbound Garden Street onto U.S. 101 is part of the approved Garden Street extension project and is, therefore, not considered a new mitigation.

Based on the changes outlined above, the revised mitigation measures for traffic impacts are summarized as follows:

Mitigation #	Mitigation Measure
T-1	Garden Street Extension - Complete this extension, including redesign of the southbound approach of Garden Street to the intersection to include a left-turn lane, a combination through/left-turn lane and a separate right-turn lane. This improvement is funded by the City.
T-2	Cabrillo/101 - Design and install an interim traffic signal at this location. This signal will remain in place until such time as major interchange improvements are made by Caltrans. This improvement will be funded by the Red Lion and other area developers.
T-3	Milpas/101 Interchange - Complete a roundabout at the Milpas/US 101 Ramp/Carpinteria intersection and restripe the southbound approach on Milpas to Indio Muerto/ US 101 SB Onramp to include dual left-turn lanes and a separate through lane. This improvement is funded by Measure D funds.
T-4	Salsipuedes Street Extension - As part of this approved extension, relocate the westerly driveway of the Red Lion as far to the south as feasible without requiring relocation of any buildings or major facilities in order to provide a left turn in the median from southbound Salsipuedes into the Red Lion, subject to approval by the Public Works Department. This improvement is funded by the applicant.

Residual Impacts

7 Although there is a short discussion at the end of Section 5.2.3.1 (Mitigation Measures - Proposed Intersection Improvements) regarding the effect of timing on the impact levels, expanded discussion should be included in this Section. The Red Lion is very interested in changing its operations as soon as possible. Changing the facility attendee limitations will not result in significant impacts if the peak travel period restrictions remain in place until the improvements are completed. However, if the peak travel period restrictions are lifted prior to completion of the four mitigation measures listed in the table above, there will be short and long-term Class I significant and unavoidable traffic impacts until those measures are completed. The short-term impacts would be for the completion of the Garden and Salsipuedes Street extensions which are already approved and funded. They are expected to be completed by the end of 1997. The Milpas/U.S. 101 Interchange impacts are also considered short-term. The interchange improvements are funded; however, they are undergoing design and local approvals are also required. If the Red Lion does not fund the installation of the Cabrillo/U.S. 101 traffic signals prior to lifting the prohibition against starting or ending conference facility events during the peak hour, a long-term Class I traffic impact could result at this intersection. The timing for completion of the

Waterfront Hotel is unknown as are Caltrans plans for improvement of this interchange as part of U.S. 101 Widening Alternatives now under discussion.

Parking

Parking Impacts

8 Conference Center Parking Demand - There is a lack of clarity regarding the role that the agreement between the Waterfront Hotel and the Red Lion plays in the parking impacts. It is also unclear about what the peak parking demand for the Red Lion hotel/restaurant is. References are made to both 400 and 318 spaces. The normal peak parking demand for these portions of the facility is 400 spaces. A higher number is not used because it does not represent a reasonable worst case. On the basis of a 400 space demand for hotel/restaurant/lounge parking, there is a deficit of 120 parking spaces if the conference facility is at capacity as proposed by the applicant. This is calculated as follows:

Parking lot contains: Existing valet parking possibility: **TOTAL EXISTING SPACES:**	930 spaces +50 **980 spaces**
Minus spaces assigned to Waterfront Hotel: **SPACES AVAILABLE:**	-100 **880 spaces**
Red Lion Hotel/restaurant lounge parking demand: **SPACES AVAILABLE FOR NON-HOTEL GUEST CONFERENCE ATTENDEES:**	-400 spaces **480 spaces**
Space demand for 1,200 non-hotel guest conference attendees:	-600 spaces
Parking Space Deficit (Demand minus spaces available):	(120) spaces

With appropriate notice to the Waterfront Park Hotel, 50 additional spaces may be available, bringing the deficit to 70 parking spaces. The agreement between the Red Lion and Waterfront Hotel is subject to Planning Commission approval. This results in a significant parking impact.

Mitigation Measures

9 Parking Impact #1, the parking deficit with 1,200 non-hotel guest conference attendees, includes three mitigation measures. P-1 calls for coordination of event scheduling with the Waterfront Hotel. P-2 calls for maximizing parking spaces from redesign of the Salsipuedes entrance. P-3 calls for providing an enlarged valet parking area.

Mitigation P-3 needs to be reworded to not only require the submittal of plans and specifications for redesigned valet parking, but to include other redesign methods that could increase total parking onsite to erase the parking deficit. For instance, there are presently no compact parking spaces. The lot could be redesigned to include compact spaces which would result in an increase in total spaces.

10 In this section, it is stated that parking required for Special Events would result in a significant impact. As noted above, this impact is adverse, but not significant.

6.0 ENVIRONMENTAL EVALUATION

Alternatives (6.1.3)

11 **Alternative #3**

This alternative would have varying limitations on the number of non-hotel guest conference center users depending on the time of the year and the time of the week (primarily weekday versus weekend). One concern staff has is the potential complexity of such a schedule and the resulting operational and enforcement problems from both the standpoint of Red Lion management and City staff.

Staff has an even greater concern in that the DEIR states that this alternative would result in no traffic impacts. We disagree with this conclusion. With any limitation in numbers proposed by the EIR, ranging from 1,000 to 1,500 non-hotel guests, there will still be peak hour trips generated due to lifting the peak travel period limitation presently imposed on the conference facility. In addition, this alternative does propose up to 1,500 non-hotel guests as a potential cap during the winter months. The traffic impacts of this great an increase have not been assessed. This cap must be reduced to 1,200 in the Final EIR.

In addition, the Alternative discussion states that Alternative #3 would reduce air quality impacts to less than significance. However, this alternative does not appear to address special events, the cause of the Class I air quality impact. This will need to be clarified in the Final EIR.

CONCLUSION/NEXT STEPS

Planning Staff has substantially completed its review of the Draft EIR. While there are still outstanding issues, we believe that they can be satisfactorily resolved in the Final Supplemental EIR. The Planning Commission will accept public comments on the Draft EIR at this

hearing. In addition, we encourage the Planning Commission to make any comments and ask any questions that it may have. John Ashbaugh of Perspective Planning, the EIR preparer, and George Nickleson of Omni-Means, traffic consultant, will be present at the meeting to answer any questions you may have.

The public comment period will end on June 17, 1996. As of June 6, 1996, the only comment letter we have received is from Santa Barbara County APCD. After the end of this review period, Perspective Planning will prepare responses to any written comments received and prepare an Administrative Final EIR for the Planning Commission to review and certify at the time the project is before the Commission for consideration.

Attachment

Exhibit A - Other Substantive Comments on Draft Supplemental EIR

[J:\...\JH\RED\DEIR-COM.MEM]

RESPONSE TO: City of Santa Barbara (Janice Hubbell, memo to Planning Commission, June 13, 1996)

1. Comment noted. The impact has been reclassified within the Summary Table.

2. Comment noted. The Summary Table and the summary of the alternatives have been updated to reflect changes as recommended.

3. Comment noted. Our air quality consultant has discussed the May, 1996 violations with the APCD, and his conclusions are that it is premature to conclude at this time whether the South Coast basin would be subject to reclassification due to the violations. In any event, such violations would not require any change to our assessment of air quality impacts of this proposal, nor to the need for mitigation measures as proposed.

4. Reference to the applicability of the air quality thresholds has been corrected within the text of the EIR. It should be noted, however, that the APCD threshold is not "based on individual *violations* of the state and federal standards" as stated in the comment. The 25 lbs/day threshold is deemed to be the point where there is a sufficient contribution to ozone concentrations that the Federal or State Ambient Air Quality Standards may be exceeded. There is no direct association between a project exceeding this threshold and a violation of APCD or state or federal air quality standards.

5. Comment noted. Reference to the Garden Street Extension has been modified as recommended herein.

6. The revisions to the proposed mitigation measures as recommended herein have been incorporated into the EIR (including the Summary Table).

7. Comment noted. The Final EIR includes a substantial new discussion of the timing of the various intersection improvements, and resulting potential for short- or long-term impacts to the intersections.

8. This comment has resulted in revisions to the text in Section 5.3 concerning the estimated parking deficit, and the Final EIR should be more easily understood by the reader.

9. Comment noted. Parking Mitigation P-3 has been reworded to require the applicant to "maximize the capacity of the parking area," including possible use of additional compact space design as well as valet parking.

10. Comment noted. The classification has been changed to reflect the "less than significant" conclusion in this section.

11. We have made some revisions to the text of this alternative (the "flexible scheduling" option), however it is the consultant's position that some of the staff concerns raised in this comment are unwarranted. The initial complexity of a flexible-scheduling program could easily be resolved over time, if it is designed and implemented with full participation of the City. A three-part schedule is not overly complex, and enforcement should be able to be accomplished within the existing framework of communication and meetings between the hotel management, community members, and city staff members. The effectiveness of the monitoring program for this flexible schedule will be dependent, of course, upon continued cooperation of the hotel management as well as a continued vigilance by City staff.

The Draft EIR does not state that there would be "no traffic impacts"; it stated that the impacts would fall within the City's thresholds of significance. This conclusion has been modified, however, since the analysis has not yet been done to demonstrate whether this is in fact the case. Intuitively, it would appear that the traffic thresholds could be met, given the wide variation in traffic levels between the peak summer period and the off-peak period.

As to the peak-hour travel limitations, all of the traffic analysis in this EIR has been performed with the assumption that the request to remove the peak-hour limitations would be approved; were they to be retained, there would be no peak hour traffic impacts. Secondly, the existing peak hour in the Waterfron Area is significantly higher during the summer season, when hotel occupancy generally runs at 100%. Thus, even if the limit were increased to 1,500 non-hotel guests during the fall, winter, or spring periods, the associated conference traffic would probably not result in significantly higher congestion than that experienced during the summer season.

While the impacts of the level of traffic associated with 1,500 non-hotel guests during non-peak periods have not been specifically studied, it is our position that the use of a flexible schedule has considerable merit. It must be noted that the three-part program described in Alternative #3 is only a suggestion, and not a specific recommendation. We are confident, however, that City staff and the applicant could refine this suggestion and develop an effective and workable schedule based upon this basic concept. Any such program should be undertaken only after careful review of the ten-year operating history of the resort.

RED LION RESORT DEVELOPMENT PLAN MODIFICATIONS

OTHER SUBSTANTIVE COMMENTS ON DRAFT SUPPLEMENTAL EIR

June 17, 1996

General Comments

» Please make sure, when printing the Final EIR, that odd-numbered pages are on the right-hand page throughout the document.

» Please use the same terminology for the Waterfront Hotel throughout the EIR. In some places it is referred to as the Park Plaza Hotel; in others, as the Waterfront Hotel. Please use Waterfront Hotel since it clearly recalls the previous EIR to which this EIR is a supplement.

Com. No.	Page	Comment

1.0 INTRODUCTION

1. 1-1 Add a paragraph that indicates that this Supplemental EIR is intended to supplement the Waterfront Park, Hotel and Youth Hostel Project EIR (ENV92-0107; SCH # 929091038).

2.0 DECISION-MAKERS SUMMARY TABLE

2. 2-2 Last ¶, last line - Please add: "... significant and unmitigated, and followed by those impacts that are determined to be "Class II," significant and mitigable, and "Class III," adverse but not significant."

3. 2-3+ Make sure that the changes made in the text are reflected in the Summary Table, including the fact that Parking Impact #2 is a Class III impact (not a Class II impact as indicated on p. 2-5 of the table).

4. 2-5 Parking Impact #2 - This should be a Class III impact (as correctly stated in the text). Please replace the last sentence of the impact discussion with: "These impacts may be classified as substantial, but *less than significant,* since the City's parking thresholds do not apply to such episodic events."

   Because this is a Class III impact, please change "shall" to "should" in the mitigation measures.

3.0 PROJECT DESCRIPTION AND GENERAL PLAN CONSISTENCY

5. 3-3 If it is possible, please locate a more accurate drawing of the Red Lion property layout for this figure.

6. 3-5 Table 3-1 - Add a note regarding Plaza del Sol that states: "Approximately 36% of the space in Plaza del Sol is not available for occupancy due to landscaping, columns and required access."

Com. No.	Page	Comment
7.	3-7	Sub§ C., ¶ 2 - Add the following prior to the note at the end of the paragraph: "The ATE study was completed prior to the Red Lion Resort signing an agreement with the Waterfront Hotel assigning 100 parking spaces in the Red Lion parking lot to the Waterfront Hotel."
8.	3-8	Sub§ C. - Add a second ¶, as follows: "In regard to the two events for which no parking plan is proposed, these events would occur at the same time as other significant community events in the Waterfront Area (such as 4th of July celebrations). The premise behind the Applicant's proposal is that people who are already planning to be in the area would stay to attend the related Red Lion event. Such people would be aware of and willing to tolerate both the traffic and parking problems that go with such events. Depending on the timing of the special event in relation to the larger event, some people might be encouraged to stay in the area longer, either arriving earlier or staying later, thus somewhat reducing the pre and post event traffic.
9.	3-10	Sub§ C., ¶ 2 - Add at end of paragraph: "If employee bicycle parking demand does increase above the 25 spaces proposed, the Red Lion will provide additional spaces."
10.	3-13	¶ 2 following Policy 3.4 - Add at end of paragraph: "In addition, the project was reviewed against the Housing, Conservation, Noise, and Seismic Safety/Safety Elements; the same conclusion was reached."
11.	3-19	¶ 2, line 2 - Add: "...approval of projects <u>which include new square footage and</u> which result in..."

5.0 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Traffic

12.	5-19	State Street, 2nd sentence - "State Street consists of <u>four lanes from Cabrillo Boulevard to the freeway, narrows to</u> two lanes through the Downtown core area and <u>again</u> widens to four lanes as it continues inland."
13.	5-20	§ 5.2.1.2, ¶ 1, line 3 - Please add: "...area. <u>The shuttle also travels east and west between the Harbor and the Child's Estate Zoological Gardens.</u> Regular MTD..."
14.	5-21	¶ 2 - Add to end of ¶: "These bus spaces are in the area that will be designated for the Waterfront Hotel parking and will be removed. Conversations with Red Lion management indicate that these spaces are seldom used. Discussion with City Transportation Staff confirms that loss of these spaces will not result in any parking issues."
15.		¶ 3, lines 7+ - Please revise as follows: "It is noted that the Sunday counts were conducted during the summer season~~,~~ and therefore represent ~~absolute~~ peak weekend con-

Com. No.	Page	Comment
		ditions in the Waterfront area (major summer holiday weekends represent absolute peak traffic). ~~During off-peak weekends~~ On weekends during the rest of the year, traffic volumes in the Waterfront area would be lower. ..."
16.	5-24	¶ 4, last line - "...Milpas Street, resulting in short periods of operation at LOS F during the peak hour."
17.	5-29	§ B, lat ¶ - The last sentence does not include a conclusion regarding how the LOS and V/C ratio would change at Milpas Street with the extensions of Garden and Salsipuedes Streets. Please add this information.
18.	5-35	Cumulative Baseline - Either here in the body of the EIR or in Appendix C, please include trip distribution for cumulative traffic. All of the smaller projects can be shown on a single figure. However, the Waterfront Park/Hotel/Youth Hostel project distribution should be shown separately as should the Cabrillo Plaza project (all inclusive with hotel, public marketplace, museums, aquarium, theater, etc. treated as a single project). You will likely need to show both Friday and Sunday distributions for each of these three items. It should also be noted that, for Cabrillo Plaza, this analysis is very preliminary. All of the elements of this project have yet to be completed defined. Depending upon the information received when the project completes its submittal process, trip generation and distribution may change.
	5-39	Figure 14 - We have several questions about trip distribution, both specifically about this figure and in comparison to Figures 12 and 13, as follows:
		Regarding Figure 14 specifically:
19.		Why do all trips go straight through the Cabrillo/101 intersection? Some should turn south on U.S. 101. Please adjust.
20.		If no trips are turning north on Garden Street from Cabrillo Boulevard (all 67 trips continue westbound on Cabrillo Boulevard) to the U.S. 101/Garden interchanges, where do the 151 trips at this interchange come from? If you are assuming that these trips will exit from the western driveway of the Red Lion and travel to Garden via Salsipuedes and Yanonali Streets, it will be necessary to require directional signs in order to assure that this is the case.
21.		Why do no trips take the southbound onramp at Garden Street (right turn from northbound Garden)? Admittedly, most U.S. 101 southbound trips will choose Milpas (and a few, Cabrillo); however, some will use Garden Street.
22.		Please show other intersection trip assignments for Salsipuedes/Yanonali, Garden/ Yanonali and Milpas/Calle Puerto Vallarta as well as driveway entrance/exit splits for

Com. No.	Page	Comment
		both the Calle Puerto Vallarta and Salsipuedes Street driveways. This information can either be included in Figure 14 or in a figure in the Appendix.
		Regarding comparison of Figure 14 against Figures 10, 11, 12 and 13:
23.		Castillo/Cabrillo Friday, Cabrillo westbound right turn to Castillo - Figure 12 shows an increase of one trip compared to Figure 10 instead of the 10 trips shown in Figure 14. Please correct and recalculate or explain.
24.		Cabrillo/Calle Puerto Vallarta Friday, Cabrillo Eastbound through - Figure 12 shows a reduction of 13 trips compared to Figure 10 instead of an increase of 7 trips shown in Figure 14. Please correct and recalculate or explain.
25.		Milpas/101 SB Offramp Sunday, Milpas Northbound through - Figure 13 shows an increase of 149 trips compared to Figure 11 instead of an increase of 122 trips shown in Figure 14. Please correct and recalculate or explain.
		In questions 19 through 21 and 23 through 25 above, we believe that the calculations will result in no substantial changes to the LOS or V/C ratio; however, it is important that the analysis be accurate.
26.	5-45	Mitigation T-6 (continued from p. 5-44) - Add: "Said plan shall be subject to review and approval by the Community Development Director in consultation with the Public Works Director."
27.	5-47	5.3.1.1, ¶ 3, 3rd sentence - Replace with: "When the City recently approved the ~~Park Plaza~~ Waterfront Hotel project, a condition was added to provide that for special events, that hotel ~~could use up to 100 spaces in the west end of the Red Lion parking lot~~ is required to provide 100 parking spaces off-site for special events, either in the Red Lion parking lot or on Southern Pacific property north of the railroad tracks."
28.		¶ 4, 1st sentence - Replace with: "The agreement also provides that the ~~Park Plaza~~ Waterfront Hotel may request use of ~~another~~ an additional 50 spaces in the Lion lot, subject to 30 days' notice to the Red Lion Hotel, for a total of 150 spaces."
29.	5-49	Second line, Footnote 20 - Add to end of footnote: "...5 occasions during 1995; therefore, 400 spaces is considered to be the reasonable worst case for purposes of calculating parking demand."
30.		¶ 1, last sentence - Delete this sentence referencing 318 spaces.
31.		Parking Impact #1 - Delete the second sentence and revise the third sentence as follows: "This demand would ~~still~~ exceed the base capacity of 880 spaces, leading to the

Com. No.	Page	Comment
		conclusion that a deficit of ~~38~~ 70-120 spaces would occur during "typical" busy evenings when a large conference is scheduled."
32.		5.3.2.2, ¶ 2, 4th line - "...location with shuttle or an arrangement for special buses with the holder of the event. Because four..."
33.	5-50	5.3.2.3 - Include this introductory paragraph at the beginning of this section: "While recognizing that internal circulation problems are unlikely to result in significant impacts, the Planning Commission requested that internal circulation issues be reviewed. Many of the Commissioners expressed concern about the potential for confusion regarding where to park and where facilities are located."
34.		Last ¶, 3rd line - "...and the driveway entrance for left turns into the Red Lion parking lot, and northbound..."
35.	5-52	Parking Impact #2, 1st sentence - "As noted above, adverse, but not significant impacts are anticipated from the occurrence of six "special events," two of which..."
36.	5-55	T-2 - Please include a footnote that states that while the responsible entities for design and implementation of the Cabrillo/101 traffic signals are CalTrans and the City Public Works Department, funding is the responsibility of the applicant.
37.	6-2	Alternative #2 - It is not clear in this discussion whether or not any of the traffic impacts would be reduced below significance as a result of the reduction in the conference attendance limit from 1,200 to 960. A quick calculation shows that 9 new peak hour trips would still be sent through the Cabrillo/101 interchange, a significant impact for this intersection. However, changes to other intersections are less clear. Please clarify.
38.	6-3	Alternative #4, ¶ 1, lines 4/5 - Please delete "in combination with either of the other two alternatives noted above,"
39.	6-4	6.1.6 - After the first sentence, please add the following: "The environmentally superior alternative is required to mitigate or lessen any Class I impacts generated by the project, if it is possible to do so."

RESPONSE TO: City of Santa Barbara (Janice Hubbell, "Other Substantive Comments on Draft Supplemental EIR," June 17, 1996)

General Comments: Both of these editorial suggestions have been implemented for the Final Supplemental EIR.

1. 1-1 A sentence has been added within the first paragraph to reference the previous EIR.

2. 2-2 This line has been added, as requested, to reference the lower classes of impact.

3. 2-3+ All changes in the body of the Final EIR have been made to a corresponding degree in the Summary Table.

4. 2-5 The classification of the impact has been changed. References to the word "shall" have been changed to "should," as requested.

5. 3-3 We have attempted to locate a more accurate drawing of the Resort's existing site, and were unable to do so. Drawings that had been supplied by the Resort management were at too large a scale and included too much detail to be reducible to a legible form.

6. 3-5 Comment noted. This sentence has been added to indicate limitations on the usable space within the Plaza del Sol.

7. 3-7 Comment noted. This sentence has been added to mention that the ATE study preceded the parking agreement between the two hotels.

8. 3-8 Comment noted. This paragraph (slightly revised) has been added to expand upon the rationale for the two "special events" that would be exempt from parking plans.

9. 3-10 Comment noted. This sentence has been added relative to employee bicycle parking demand.

10. 3-13 Comment noted. These sentences have been added to note that these general plan elements were reviewed.

11. 3-19 Comment noted. This phrase has been added regarding the applicability of the growth management ordinance to new construction.

12. 5-19 Comment noted. Text has been revised to reflect City's wording about State Street.

13. 5-20 Comment noted. Additional text has been added to reflect City's wording on the MTD shuttle.

14. 5-21 Comment noted. Additional text has been added to reflect City's wording regarding the loss of bus parking spaces for the Waterfront Hotel.

15. Comment noted. Text has been revised to reflect City's wording about Sunday counts during the Summer season.

16. 5-24 Comment noted. Text has been changed to reflect City's wording on the operation of Milpas Street.

17. 5-29 Comment noted. The following text has been added to the last paragraph on page 5-29 regarding the operation of Milpas Street: "With 300 peak hour vehicle trips diverted from Milpas Street, the Milpas/101 NB/Carpinteria intersection would improve from LOS D (0.85) and B (0.69) during the AM and PM peak hours to C (0.78) and A (0.64). The Milpas/l01 SB/Indio Muerto intersection would similarly improve from LOS C (0.77) and B (0.63) to LOS B (0.68) and A (0.57) during the AM and PM peak hours, respectively. In addition, the Milpas/l0l SB off-ramp would continue to function at LOS A with improvements in volume/capacity ratios."

18. 5-35 Comments noted. Upon review of the scope of the City's request for additional diagrams of trip distribution, the City and the Consultant agreed to provide a formal incorporation by reference of the existing figure illustrating trip distribution for the Waterfront Park, Hotel, and Youth Hostel project. It was also agreed that the trip distribution for other projects within the cumulative projects list (including Cabrillo Plaza) could be obtained from the City's file data. No additional figures have been prepared for this Supplemental EIR.19.5-39 Comment noted. On the basis of the project distribution, 16% of the project trips would be to/from the south on U.S. 101 and 3% would be to/from the south on Hot Springs Road (east of Cabrillo Blvd). It is these trips (3%) that are going straight through the Cabrillo/U.S. 101 intersection. It would be much more convenient for resort attendees to access southbound U.S. 101 at Milpas Street rather than drive all the way down Cabrillo Boulevard to U.S. 101. In addition, the Cabrillo/U.S. 101 intersection is stop-sign controlled and functioning at LOS "F" during the Friday and Sunday peak hours. It should also be noted that overall project distribution was reviewed by City Transportation staff previous to inclusion in the DEIR.

20. Comment noted. The 151 project vehicle trips accessing the U.S. 101/Garden interchange are coming out of both project driveways via Calle Puerto Vallarta, Cabrillo Boulevard, Salsipuedes Street, Yanonali Street, and Garden Street. It is possible that some trips would continue west down Cabrillo Boulevard to Garden Street. However, this would not be the most direct route to the Red Lion Resort when coming to/from the interchange. Signage directing Red Lion Resort motorists to/from the interchange would improve access to the resort.

21. Comment noted. See response #19. Southbound project trips would access U.S. 101 at Milpas Street rather than at Garden Street. Again, travel time would be greatly increased for southbound trips using the Garden/U.S. 101 interchange. Red Lion Resort attendees would be unlikely to drive north and then west to access Garden Street to travel south, when all they

have to do is turn left from Calle Puerto Vallarta to Milpas. This would be especially true when the planned round-about intersection is installed on Milpas Street at the northbound off-ramp which would improve traffic flows at the U.S. 101 southbound on-ramp at Milpas Street.

22. Comment noted. See revisions to Figure 14 showing project trips accessing Salsipuedes/Yananoli, Garden/Yanonali, and Milpas/Calle Puerto Vallarta as well as driveway splits for the resort itself (Friday and Sunday have the same project trip assignments).

23. Comment noted. The Friday westbound right turn from Cabrillo Boulevard onto Castillo Street should increase by 10 project trips from 233 to 243. This has been corrected in Figure 12 in the Final EIR.

24. Comment noted. As shown in Figure 12, the Friday eastbound through movement on Cabrillo Boulevard at Calle Puerto Vallarta is 369 vehicles. Figure 10 shows a volume of 362 vehicles. This difference (increase) is 7 vehicles which is shown in Figure 14. No corrections are necessary.

25. Comment noted. As shown in Figure 13, the Sunday northbound through movement on Milpas Street at the U.S. 101 SB off-ramp is 518 vehicles. Figure 11 shows a volume of 396 through vehicles. This difference (increase) is 122 vehicles which is shown in Figure 14. No corrections are necessary.

    Comment noted. The analysis is accurate and slight volume changes at the Cabrillo/Castillo intersection would not affect intersection LOS calculations.

26. 5-43 Comment noted. Text has been revised at the end of mitigation T-6 (now T-5) to reflect the City's wording regarding required parking plans.

27. 5-47 Comment noted. The third paragraph has been revised to reflect City's wording regarding park spaces for off-site special events.

28. Comment noted. Text has been revised in the fourth paragraph to reflect City's parking language.

29. 5-49 Comment noted. Footnote 20 has been changed to reflect City's wording about parking demand.

30. Comment noted. The last sentence in paragraph 1 has been deleted regarding 318 spaces.

31. Comment noted. Text has revised for parking impact #1 to reflect City's wording.

32. Comment noted. Text has been revised in the 2nd paragraph to reflect City's wording about special buses.

33. 5-50 Comment noted. An introductory paragraph has been added to the beginning of Section 5.3.2.3 based on the City's wording regarding internal circulation.

34. Comment noted. Text has been revised in the last paragraph to reflect City's wording on driveway entrance.

35. 5-32 Comment noted. Parking impact #2 has been revised to reflect City's wording.

36. 5-55 Comment noted. A footnote has been added based on the City's wording on the Cabrillo/l01 intersection.

37. 6-2 Comment noted. The second paragraph on page 6-2 is incorrect with respect to the last sentence. The sentence has been corrected to read as follows: "If this lower, 960-person limit were implemented, the incremental traffic from the additional non-hotel guests would involve *360* net new peak hour trips (versus *450* for the 1,200-person limit)." In addition, text has been added regarding whether traffic impacts have been reduced below a level of significance which reads as follows: "With a reduction of only 90 peak hour trips from a 1,200 guest limit to a 960 guest limit, traffic impacts would continue to be significant at the Cabrillo/Santa Barbara, Cabrillo/l0l, Milpas/10l NB/Carpinteria, Milpas/l0l SB Off-ramp, Milpas/l0l SB On-ramp/Indio Muerto, Garden/10l SB and Garden/l0l NB intersections. However, these intersections can be mitigated as recommended in Sections 5.2."

38. 6-3 Comment noted. Alternative #4 has been corrected to delete the combination of alternatives text as directed by the City.

39. 6-4 The text after Section 6.1.6 has been revised to include additional language supplied by the City.

Santa Barbara County
Air Pollution Control District

RECEIVED
MAY 21 1996
CITY OF SANTA BARBARA
PLANNING DIVISION

May 20, 1996

Janice M. Hubbell
City of Santa Barbara
Planning Division
P.O. Box 1990
Santa Barbara, California 93102

RE: Draft Supplemental Environmental Impact Report (SEIR) for the Red Lion Resort, 633 Cabrillo Blvd. (ENV95-0208)

Dear Jan:

Thank you for giving the Air Pollution Control District (APCD) the opportunity to review the above referenced Draft SEIR.

In general, the APCD concurs with the classification of air quality impacts in the draft SEIR. Although we are limited to commenting only on air quality, we are concerned about the wording on the parking impact mitigation measures and the impact of limited parking on air quality.

SPECIFIC COMMENTS

1. Page 2-3, Air Quality Impact #1, last sentence. The document provides emissions for ROC and RHC. "RHC" appears to be a typo for "NO_x".

2. Page 2-4, Parking Impact #1, P-1. The mitigation states that the Red Lion shall *coordinate*... We suggest, that to be adequate, the mitigation should be worded, " The Red Lion *shall avoid* coincidental scheduling..."

3. Page 2-4, Parking Impact #1, P-3. The mitigation states, "...capacity *could* be further expanded..." The use of the word "could" appears to make this mitigation unenforceable and therefore, inadequate.

4. Page 3-15, 2nd paragraph, 5th line. The document states that mitigation measures will ensure that parking is adequate. For the reasons stated above, the mitigation measures should be re-worded for this statement to be true.

5. Page 3-19, 2nd paragraph, last sentence. The document states that a project *alternative* would make the *proposed project* consistent with the Specific Plan, if the mitigation measures prove infeasible. If this is the case then the alternative is not a true project alternative but a mitigation measure for the proposed project.

Douglas W. Allard Air Pollution Control Officer
26 Castilian Drive B-23, Goleta, CA 93117 Fax: 805-961-8801 Phone: 805-961-8800

6. Page 5-1, 4th paragraph. The goal of the Caline4 modeling is to determine if the one-hour ambient standard for carbon monoxide will be violated due to idling peak-hour traffic at the affected intersection. Since it is not a health risk analysis there is no need to target only residences in identifying receiving locations or receptors. Residences are generally not considered sensitive receptors. The term sensitive receptors is reserved for schools, daycare centers and hospitals.

7. Page 5-2, 2nd paragraph. The document states that sensitive receptors were chosen for study based on their general location downwind from the sources of air pollution. Receptors should be chosen at a range of distances around the intersection since under the worst case wind speed conditions of 0.5 m/s no single direction is dominant. The model determines the worst-case wind direction for each receptor. Please note that the APCD does not recommend revising the CALINE4 analysis for the final EIR. Based on the results of the analysis shown in the draft EIR, it is unlikely that the impact will be significant.

8. Page 5-4, 1st bullet. The document states that the Goleta monitoring station was discontinued in 1993. The Goleta monitoring station was shutdown for a few days in 1993 to relocate the station to a site nearby (100 yds. away). The Goleta monitoring station continues to provide data.

We look forward to receiving the final SEIR. If you have questions, please feel free to contact me at 961-8893.

Sincerely,

Vijaya Jammalamadaka

Vijaya Jammalamadaka
Air Quality Specialist
Technology and Environmental Assessment

cc: John Ashbaugh, Perspective Planning
Project File (SB Fess Parker's Red Lion Resort, 1995)
TEA Chron File

H:\GROUP\PCA\WP\ARCORR\SBREDLIN.EIR

RESPONSE TO: Santa Barbara County Air Pollution Control District (Vijaya Jammalamadaka, May 20, 1996)

1. Comment noted; this was a typographical error and has been corrected.

2. We concur; the suggested sentence structure is substituted.

3. The wording of the mitigation measure is enforceable as revised.

4. Comment noted. The measures' wording has been changed to strengthen their enforceability.

5. The reference to potential consistency is based upon the confidence that we hold in the ability of the recommended *mitigation measures* to provide for adequate parking within or near the hotel to accommodate the estimated demand. In the event that the mitigation measures do not eliminate the anticipated parking deficit, it is correct (as noted in this comment) that the project itself would be potentially *inconsistent*. It would be the alternative to the project, in that case, that would be potentially consistent.

6. Comment noted. The analysis included residential areas near the project site and its affected intersections only because the air quality consultant was requested to do so. In this respect, our analysis has provided more detail than the typical air quality analysis.

7. Comment noted. The air quality analyst had understood that the selection of receptor locations around the affected intersections were to be chosen as suggested, based upon a range of distances. The model was run according to ARB specifications, which provides that the "worst case" wind conditions are selected and then the model is run for all such wind conditions -- including no wind. It is understood that the results would not change substantially if the procedure were done differently.

8. Comment noted. The reference to the Goleta monitoring station has been modified.

FAX COVER SHEET

DATE: June 14, 1996
12:27 PM

RECEIVED
JUN 14 1996
CITY OF SANTA BARBARA
PLANNING DIVISION

FAX NUMBER: 805/564-5477

DELIVERY TO: Ms Jan Hubbell

FROM: Ed Dawson

SUBJECT: Proposed Changes For Red Lion

MESSAGE: I am writing to comment on the proposed changes at the Red Lion pertaining to traffic and the number of people that can attend meetings at this facility. First, as a little background, my wife and I have lived in Santa Barbara since 1959. During this period we have seen tremendous changes and the growth of the city has been fantastic. However, there have been some restrictions that need to be changed. Prior to my retirement from Santa Barbara Research Center (SBRC) in 1993, I was responsible for scheduling meetings, dinner and dinner-dances for the SBRC Management Club and the Employees Association starting in 1968. In addition, for the last several years I have been an integral part of the planning committee for the Hospice Fashion Show that is held every year at the Red Lion in February.

Prior to the arrival of the Red Lion, there were very few places in Santa Barbara that could accommodate large groups for meetings or dinners. The three places that come to mind are the Miramar, Earl Warren Show Grounds and the Biltmore. The facilities at the Miramar are antiquated and the last time that I held a meeting there (several years ago), the dishes used for the meal were not only mismatched, but they ran out of dishes and had to use plastic dishes. The mind-set of the Miramar was "Too bad, if you don't like it, go somewhere else!".

We did utilize the Earl Warren Shown Grounds but that facility is not too conducive for a dinner or meeting as the ceiling is too high and the acoustics are terrible. We even so far as to put up a net over the center of the floor and fill it up with balloons to dampen the sound, but that did not work.

NUMBER OF PAGES: 3
(Including this page)

THE DAWSON'S
5098 CATHEDRAL OAKS ROAD
SANTA BARBARA, CA 93111
805/967-5037
805/967-1582 - FAX

The Biltmore has always been a "class-act" and we did utilizes the facilities for a number of years. However, the prices eventually became too expensive for our functions, and having events at the Coral Casino became even more expensive because of The Coastal Commission requirements for car parking attendants and other costly regulations.

These are just a few of my thoughts on the inadequate facilities that were available at that time. Along came the Red Lion, finally a great facility! After many years of hostility against the addition of this fine hotel, the plans are approved and construction was completed. Because of my involvement of planning dinners, etc. for organizations at SBRC, I was invited to attend a special tour of the facilities at the Red Lion. I was truly pleased to see the size of the Grand Ballroom that can be segregated into three smaller rooms. (one of which can be further divided in two). I believe that the estimated number of people that the Grand Ballroom could accommodate was 1,200 persons. In addition, there were other facilities within the hotel that were available for other functions. You couple these facilities with the attitude of the Red Lion personnel wherein they were there to work and to help you with your requirements and you have a super addition to the City of Santa Barbara.

Unfortunately, there is a small, very vocal nucleus of people in this city that are against any change, even if it benefits the city. I believe that this small, vocal group, along with The Coastal Commission, were responsible for having unnecessary restrictions imposed on the operations of the hotel by limiting the number of personnel that can utilize the facility at any given time. This restriction is further limiting in that no more than 500 non-hotel guests can be in attendance at any function(s) at the hotel. This essentially severely limits the number of people that can attend local events, which leads into my next comment.

As mentioned before, I have been an integral part in planning and working with Hospice for one of their major, annual fund raisers, which is a Fashion Show Luncheon that is held every February at the Red Lion. Everyone knows that Hospice serves a very important role in the community for people who are in the terminal stages of life. Hospice provides counseling and support to the patient as well as to their families. Talk to anyone who has benefited from this Hospice support during their time of need, and you will find a person that is one-hundred percent (100%) behind Hospice. However, in spite of the many benefits derived from Hospice, it is disheartening to know that every year we have to turn people away from this annual event because we would be exceeding the maximum restriction of no more than 500 non-hotel guests. I firmly believe that the time to rectify this injustice to the hotel and to the <u>majority</u> of the citizens of Santa Barbara is NOW, and that the Red Lion should be able to operate at their full capacity!!!!!!

One more thought that pertains to the current restrictions is the perceived "anticipated traffic problems". Yes, if the number of attendees is increased, some might suggest that the number of vehicles will grow exponentially. This not true; for example, at the Hospice Luncheon, most of the ladies arrive in cars containing four to five passengers. I firmly believe that the people of Santa Barbara, given the opportunity and approval of having more people at these events, will cooperate and

will reduce the number of vehicles without having a city ordnance requiring them to do so.

At one time, before the cross-town freeway was "finally approved" and completed, there perhaps was a justifiable concern to traffic congestion at the four "Freeway Signals". However, with the completion of the freeway, that potential problem no longer exists, and thus another reason to justify increasing the number of participants at the Red Lion.

Finally, and this should be a big plus to the coffers of the City of Santa Barbara, wherein they are always looking of ways to increase the revenue flow, greater participation at the Red Lion translates directly into more money to benefit the city in the way of increased tax revenues. If one looks at this as a possibility of increased visitors from outside of Santa Barbara for conventions, this also translates to a large increase in the dollars spent with the stores and business' of Santa Barbara.

I sincerely hope that when these proposed changes are reviewed by the Planning Commission and The Coastal Commission, and who ever, that the final vote will be a positive one that permits increased participation at the Red Lion and the resulting increase in benefits to the City of Santa Barbara.

If you have any questions, or require additional information, I can be reached at any of the following:

E. A. Dawson
5098 Cathedral Oaks Road
Santa Barbara, CA93111-120298

805/967-5037 (Phone)
805/967-1582 (FAX
EADawson@AOL.com

Sincerely,

Edwin A. Dawson

C:Mydocuments\hospice\Planning

RESPONSE TO: Ed Dawson (5098 Cathedral Oaks Rd., Santa Barbara; June 14, 1996)

1. This letter argues for allowing the Red Lion to be permitted to operate at "full capacity," and recites the author's personal experience in trying to schedule events for large groups such as a fund-raiser for Hospice. The author points out that the original reason for many of the restrictions placed on the hotel's conference use originated from the congestion associated with the at-grade crossings of Highway 101; this congestion no longer exists. The author has raised no new environmental issues, however, and does not request any changes to the Supplemental EIR.

17/6/96

Dear Planning Commissioners,

RE: DERAIL THE PARKER'S PENITENTIARY EXPANSION SCHEME

The expansion scheme proposed by the Keepers of Parker's Penitentiary must be derailed because the increased parking demand cannot be met on site and nothing has been proposed to facilitate vehicular circulation on this badly designed site.

An old peasants adage comes to mind when delving into this proposal - give the greedy pigs some garbage to gobble down and they will only squeal for a larger trough! Let the corrupt politicians and criminal developers grab a dollar and they will soon demand real money!

The City Hall Criminals only succeeded in gaining approval for Parker's Penitentiary from the gullible voters because of numerous restrictions on the prisons use. Now the brainless greedheads, mostly carpetbaggers, who have destroyed the South Coast as a desireable place to live want to throw out these restrictions and increase the number of inmates trapped in this institution. Who is paying these bureaucrats and politicians off to approve of this infeasible Scheme? Lets deport these criminals!

1) MUSICAL PARKING SPACES. Now you see them, now you don't. When the music of the Schemes Symphony stops there will be about 500 autos with no place to park.

Two Big Lies contained in the fictional fairy tale called the Draft Supplemental Environmental Impact Report (DSEIR) expose this scam (see page 3-7). Here the liars falsely claim that all 930 parking spaces have never been occupied, that fewer than 50% of the spaces have been occupied most of the time. Not so!

This analyst has seen the parking lot nearly full numerous times over the years. Either the Keepers are lying about the parking demand or they have exceeded the fanciful hotel/conference center 500/1000 limits many times and now want to legalize the real world. Why bother? The City Hall Gang will never enforce the limits anyway!

According to the data contained in the DSEIR, the parking game looks like this:

EXISTING SPACES: 864	HOTEL: 473
IMPERIALIST HOTEL: -100	1200 CONFEREES: 800
TOTAL AVAILABLE: 764	TOTAL DEMAND: 1273

Thus, there might be a parking space shortage of 509! Now what?
The Keepers must construct an on-site garage to satisfy the music's tune!
A TABLE revealing the parking space scam is required in the DSEIR.

2) NO DRIVEWAY. One badly designed element of the Penitentiary is the lack of a driveway crossing the western section of this vast wasteland. The driver always expects another to back out of a parking space and a crash. There is no convenient and safe access from the west parking acreage to the driveways.

To facilitate traffic flow and increase safety a separate new driveway must be constructed from the east driveway to the west entrance at Salsipuedes Street.

3) GET OFF THE RAILROAD TRACKS! Another fantasy and Big Lie is the false claim that there is 40'-50' available on the railroad right-of-way for additional parking. No sane person would park his expensive vehicle near speeding trains to be squashed by wayward 210-ton locomotives and 150-ton freight cars during any of the 10-15,000 train wrecks and derailments occuring each year in this country. No one wants to be trapped in his car 10' from speeding trains.

Given the increased train speeds, freight car length of up to 89', and greater variety and quantity of hazardous materials transported by rail, the railroad right-of-way must be increased from the historic 100' width to 200' just to contain the wreckage in most accidents. The right-of-way at the Penitentiary is only 100' wide.

There is no 40'-50' available for parking spaces and driveway on the right-of-way. Access for track maintenance and equipment must be retained by the bankrupt Southern Pacific

The lust of the City Hall Gang to steal the railroad right-of-way for non-railroad misuses will result in prohibiting high-speed train operation through Santa Barbara, just what these anti-railroad criminals want.

The greedy Fess Parker and his City Hall co-conspirators want to export AMTRAK's expensive maintenance yard to Goleta. This scheme will not occur since trains must terminate at Santa Barbara, not out in the boondocks of Goleta. And Parker must be required to pay for the deportation not the taxpaying suckers!

Get off the railroad tracks!

The expansion of Parker's Penitentiary to accommodate the greedy creates significant environmental impacts that cannot be mitigated. Therefore, this Scheme must be derailed.

Yours truly,
Richard A. Stromme
Railroad Advocates
P.O. Box 162
Santa Ynez, California 93460
PH; 805-688-3145

RECEIVED
JUN 18 1996
CITY OF SANTA BARBARA
PLANNING DIVISION

P.S. The DSEIR contains too many errors to bother correcting.

RESPONSE TO: Richard A. Stromme (PO Box 162, Santa Ynez; June 17, 1996)

The introduction to this letter (first three paragraphs) contains no specific request or comment as to the information presented in the Supplemental EIR; it is instead a polemical narrative that requires no response.

1. Musical Parking Spaces: The author claims that only 764 spaces are available and that 1,273 are required. We disagree. With respect to the supply of parking spaces, the facility provides 880 spaces with another 50 available through coordinated scheduling with the adjacent, approved Waterfront Hotel. With respect to the demand, our analysis indicates that only 1,000 spaces would be required to meet peak combined parking requirements of a 1,200-guest conference and full occupancy of the hotel. Data from the applicant as to past hotel parking demand has been accepted based upon its reference within the Waterfront Park, Hotel, and Youth Hostel EIR, the basis for which this EIR is a Supplement.

2. No Driveway: The author argues that the driveway access through the hotel's parking lot is unsafe, because for most of its length (particularly in the western reaches), it also serves as an aisle for access parking spaces. The approach to the hotel from the easterly driveway, via Calle Puerto Vallarta, is a segregated driveway for its initial stretch between the street and the curve to the west. We concur that where possible, it is best to design major access driveways without conflicting movements from vehicles entering or exiting parking spaces. At this point, however, it would be difficult or impossible to modify the site design of the hotel to segregate the access driveway. We do not regard the absence of a segregated driveway to represent either a significant safety problem or a significant adverse environmental impact.

3. Availability of Railroad Tracks for Parking: The author argues that the availability of the 40-50' strip of land along the railroad tracks is not advisable, nor would it be available, for use by the resort owners. We agree that the availability of this strip is questionable, but if it should become available, we recommend that the applicant and/or the City acquire it for purposes of additional parking. Southern Pacific is no longer in bankruptcy; it has just merged with Union Pacific to form the nation's largest railroad.

The conclusion of the letter (last four paragraphs) do not raise any new environmental issues, nor request any changes to the Supplemental EIR. No response necessary.

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9.0 APPENDICES

A. APPENDIX A: INITIAL STUDY

B. PARKING AGREEMENT BETWEEN RED LION AND WATERFRONT HOTEL

C. TRAFFIC STUDY (OMNI-MEANS, INC.)

D. AIR QUALITY STUDY (PRA GROUP, INC.)

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Appendix A: Initial Study

CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

INITIAL STUDY/ENVIRONMENTAL CHECKLIST ENV95-0208

633 CABRILLO BOULEVARD, FESS PARKER'S RED LION RESORT

This initial study has been completed for the project described below because the project is subject to review under the California Environmental Quality Act (CEQA) and was determined not to be exempt from the requirement for the preparation of an environmental document. The information, analysis and conclusions contained in this initial study are the basis for deciding whether a Negative Declaration (ND) is to be prepared or if preparation of an Environmental Impact Report (EIR) is required to further analyze impacts. Additionally, if preparation of an EIR is required, the initial study is used to focus the EIR on the effects determined to be potentially significant.

PROJECT DESCRIPTION (See Site Plan, Exhibit 1)

The Red Lion Resort is a 360 room hotel with related uses including restaurants, bar and conference facility with 930 parking spaces that was approved by the Planning Commission and City Council in 1981 as part of the Park Plaza Specific Plan (Exhibit 4). The project has been in full operation since March 1987. There were several conditions imposed on the use and capacity of the conference facility by the Development Plan and Parking Modification approvals (Conditions of Approval are in Exhibits 5 and 6, respectively) that have not been complied with on a consistent basis. However, compliance has substantially improved in the last two years. There have been no violations of any of the operational conditions since June 1995. There will be no physical changes to the existing development as a result of the proposed changes to Development Plan (DP) and Modification (MOD) conditions. The relevant conditions and proposed changes are outlined in the table below.

EXISTING CONDITIONS	PROPOSED CONDITIONS
Conference Center Capacity Limitations DP Cond. 3 - "... The conference center capacity shall not exceed 1,000 persons at any time." MOD Cond. 3 - "The conference center capacity shall not exceed 1,000 persons at any time."	These conditions would be eliminated so that there would be no overall limitation on maximum capacity other than that provided by the Fire Code.
Limitations on Non-Hotel Guests Using the Conference Center DP Cond. 6 & MOD Cond. 7 - "No more than 500 persons not residing at the Hotel shall be permitted to attend Hotel conferences."	This limitation would be increased to 1,200 non-hotel guests. When combined with no overall capacity limitation, the total usage of the conference center could exceed 1800 persons, assuming that the majority of the hotel guests are also attending a conference in the hotel. A table showing Fire Code occupancy limitations is included as Exhibit 7.

EXISTING CONDITIONS	PROPOSED CONDITIONS
Start and End Times for Conference Center Activities DP & MOD Cond. 4 - "The conference center shall be closed to non-hotel guests on summer Sunday afternoons (June-September) and any other day when the peak hour trips exceed 360. The determination of when these alternate closure times would occur is subject to the determination of the Director of Public Works based upon monitoring by the Transportation Staff." DP & MOD Cond. 5 - "Hotel and conference center activities shall be scheduled for arrival and departure times at off-peak hours. Activities shall be scheduled so that arrival and departure times do not coincide with arrival and departure times of other activities." The Development Plan Condition includes an additional sentence: "Peak hours shall be specified by the Director of Public Works." *These "peak hours" have been set at 4:00 pm to 6:00 pm on weekdays and 1:00 pm to 4:00 pm on weekends.*	These conditions would be deleted.
Special Events There are presently no conditions that allow special events which exceed the Conference Center capacity limitations.	DP Cond. 16 (New) & MOD Cond. 10 (New) - The Hotel may hold six special events annually which exceed the non-hotel guest (or local) limitations. Four of these special events may be held only with the approval of the City's Community Development Director. Not less than 90 days prior to the event, the Hotel shall submit a parking plan to the City describing the manner in which the vehicles of persons attending the event can be parked without adversely impacting the area. The City shall act upon the request within 30 days of receipt. Up to two of the six special events may be held during other community events based in the Waterfront Area with no parking plan required.
Van and Shuttle Service Requirements MOD Cond. 9.B - "A shuttle service to the airport, train depot, bus depot, and other hotels shall be provided." DP Cond. 15.III.B - "A minimum of six hotel vans will be provided to transport individual guests or small groups of guests, conference participants, and employees between the hotel and the airport, train station, bus depot, other hotels, and local points of interest."	The Development Plan condition would be revised to require van and shuttle services to be provided based on need. Most of the time, no more than two vans are required to meet the needs of the hotel. Additional vans or other equivalent services would be leased by the hotel on an as-needed basis.
Bicycle Parking Requirements MOD Cond. 9.C - "One (1) bicycle parking space for every seven (7) automobile spaces shall be provided. In addition, lockable employee bicycle parking spaces shall be provided within an enclosed, covered area. All bicycle rack areas shall be located in an area within direct view of security personnel." Development Plan Condition 15. IV. A and B - "Utilization of bicycles will be encouraged through the following measures: "A. One bicycle parking space for every seven automobile parking spaces will be provided. ... "B. Fifty of the provided lockable employee bicycle parking spaces will be provided within an enclosed, covered area."	The number of required bicycle spaces would be reduced from 133 (930 ÷ 7) to 50, including the 25 employee spaces discussed below. This requires a modification of the parking requirements. The number of required employee bicycle spaces would be reduced from 50 to 25, with a provision that requires that additional spaces be added if the number of employees riding bicycles increases.

APPLICANT/PROPERTY OWNER NAME AND ADDRESS

Applicant:

Frederick W. Clough, Esq.
Schramm & Raddue
15 W. Carrillo St.
Santa Barbara, CA 93101

Property Owner:

Park Plaza and Red Lion California Partnership, Ltd.
633 E. Cabrillo Blvd.
Santa Barbara, CA 93103

PROJECT ADDRESS/LOCATION (See Vicinity Map, Exhibit 2)

Fess Parker's Red Lion Resort, 633 E. Cabrillo Boulevard

ENVIRONMENTAL SETTING

The Red Lion Resort is located in the Waterfront Area of Santa Barbara. This site is between Cabrillo Boulevard and the railroad tracks, between Calle Puerto Vallarta and Salsipuedes Street. The Waterfront Area is highly used by both residents and tourists, due to the large number of recreational opportunities (public beaches and parks) and the visitor-serving uses, including hotels and restaurants located along Cabrillo Boulevard.

PROPERTY CHARACTERISTICS

Assessor's Parcel Number:	17-010-41	**General Plan Designation:**	Hotel and Related Commerce I
Zoning:	HRC-1, S-D-3: Hotel and Related Commerce 1, Coastal Overlay Zone	**Parcel Size:**	23.35 ac.
Existing Land Use:	Hotel/Conference Facility	**Proposed Land Use:**	Hotel/Conference Facility
Slope:	Essentially flat		
Surrounding Land Uses:			
North:	Railroad tracks, Rock crushing plant, Batting cages		
South:	Cabrillo Blvd., Chase Palm Park		
East:	Calle Puerto Vallarta, Milpas Street, Tri-County Produce, Cabrillo Ballfield		
West:	Salsipuedes Street, Vacant land (approved 150 room hotel and 10 acre park)		

PLANS AND POLICY DISCUSSION

The hotel and conference facility are permitted uses under the Zoning Ordinance, Local Coastal Plan (LCP) and the General Plan. In approving the Coastal Development Permit and the Development Plan, it is necessary to make a finding of consistency with the LCP and General Plan policies. The LCP includes several policies that relate to this site specifically and in general. These policies are discussed below:

Policy 4.2 of the LCP states:

> *"New visitor-serving development permitted pursuant to Policy 4.1 [which establishes the HRC-I and II land use designations] shall be:*
>
> *(1) Reviewed by the Architectural Board of Review or the Historic Landmarks Commission for compatible architectural design;*
>
> *(2) Be consistent with the adopted LCP Visual Quality Policies;*
>
> *(3) Provide to the maximum extent feasible, public view corridors, open spaces, and pedestrian (and/or bicycle) walkways and facilities;*
>
> *(4) Provide adequate off-street parking to serve the needs generated by the development; and*
>
> *(5) Provide measures to mitigate circulation impacts associated with the project, including but not limited to coordination with the Redevelopment Agency's Transportation Plans for the area, provision of in-lieu fees, provision of bicycle facilities, or other appropriate means of mitigation."*

Because there are no physical changes proposed as part of the project, the project is potentially consistent with parts (1), (2) and (3) of this policy. However, it is unclear at this point whether the project will result in parking or circulation impacts in the area. Until there is a determination that there will be no parking or circulation impacts, the project appears to be potentially inconsistent with parts (4) and (5) of this policy.

Policy 4.6 of the LCP states:

> *"The "Southern Pacific Property" (that area roughly bounded by Milpas Street and Punta Gorda Street on the east, Cabrillo Boulevard on the south, the City parcel located at the approximate extension of Garden Street on the west, and the existing Southern Pacific Railroad right-of-way on the north) shall be designated for a mixture of visitor-serving uses and recreational opportunities and planned as an integral unit in order to minimize potential circulation, visual, and other environmental impacts."*

A Specific Plan has been prepared for this parcel and adjacent parcels to the west. The Park Plaza Specific Plan includes requirements for visual open space in front of the Red Lion Resort, as well as additional park space on the parcels to the east. The Plan also calls for the construction of a 150 room luxury hotel across Salsipuedes Street from the Red Lion Resort. Because the Specific Plan covers the issues outlined in this policy, the project appears to be potentially consistent with the policy. Additional discussion of project consistency with the Specific Plan is included below.

Policy 11.5 of the LCP states:

> *"All new development in the waterfront area, excepting Stearns Wharf, shall provide adequate off-street parking to fully meet their peak needs. Parking needs for individual developments shall be evaluated on a site-specific basis and at a minimum be consistent with City Ordinance requirements."*

As indicated in the Environmental Checklist in the discussion of Transportation/Circulation on page 12, there is a potential for a significant parking impact as a result of the project changes. The EIR will evaluate the potential for parking impacts resulting from the proposed project. Depending upon the findings of the EIR, the project may be potentially inconsistent with Policy 11.5 of the LCP.

Policy 11.2 of the LCP states:

> *"Until the crosstown freeway corridor is improved, the City shall limit development to that which can be accommodated by a modified local street network and which will provide adequate levels of service*

and access to the Waterfront. The modifications to local streets shall be those which are related to existing or future potential circulation impacts."

Policy 12.1 of the LCP states:

"During the period preceding the completion of the improvements to the signalized section of U.S. 101, the City shall use a refined version of the "Decision Matrix-Diverted Traffic" (Table 4.2) to allocate "deficiency points" and shall not approve developments during this period which cumulatively would total greater than 100 points (Policy 11.2). The priority of developments which can be approved during this period shall be consistent with the priorities of Section 30254 of the Coastal Act."

The Crosstown Freeway has been completed; however, it is apparent that all of the circulation problems in this area have not been resolved. Because the LCP does not speak to how traffic and circulation impacts are dealt with after completion of the Crosstown Freeway, the appropriate policies are found in the Circulation Element of the General Plan. Acceptable Levels of Service (LOS) for intersections are LOS C. Intersections in this area exceed LOS C (See Transportation/Circulation discussion starting on p. 11 for more detail). Depending upon the findings of the EIR, the project may be potentially inconsistent with the Circulation Element.

The Park Plaza Specific Plan discussed above was originally adopted in 1981 and was amended in 1994. There are three main parcels included in the Specific Plan. The Red Lion is on Parcel A, which allows the development of a hotel and conference center and related facilities. There are no specific limitations on the capacity of the conference center included in the Specific Plan. However, for Parcel A, the following Traffic and Circulation standard was included:

"During the period that the City of Santa Barbara utilizes the 100 point "deficiency points" system (Policy 11.2 and 12.1 of the adopted Local Coastal Plan) as one of the criteria in the evaluation of proposed developments within the Waterfront Area, the City shall not permit development within Parcel A of Specific Plan 1 that will generate traffic that exceeds a cumulative total of 20 deficiency points or 360 p.m. peak hour trips (in plus out) as determined by the Department of Public Works."

As discussed above, this deficiency point system is no longer in use; therefore, the project would be potentially consistent with this requirement. The Specific Plan goes on to discuss parking, as follows:

"Developer shall provide parking in accordance with the minimum City ordinance requirements. However, parking needs for individual development may be evaluated on a site/use-specific basis. Parking shall be provided to meet peak parking needs as justified through written evaluation by the applicant and reviewed by the Transportation and Parking Manager and/or Planning Commission. New development may, based upon site/use-specific considerations, be required to provide parking in excess of the minimum ordinance requirements. In the case that parking needs are determined to be less than minimum ordinance requirements, the Planning Commission may approve a Modification Application."

A Parking Modification was approved for the project in 1981. It included conditions, as discussed in the Project Description above, that limit the capacity of the Conference Center. The applicant is proposing to change this limitation. As discussed in Transportation/Circulation below, it appears that there may not be adequate parking for the proposed change to the project; therefore, the project may be potentially inconsistent with this provision of the Specific Plan.

Finally, it should be noted that Charter Section 1508 and Municipal Code Section 28.87.300 prohibit approval of projects which result in Class I (significant and unavoidable) impacts on traffic. In addition, in order to approve the project under this Section, it is necessary to find that "resources are available and traffic improvements will be in place at the time of project occupancy." However, this project qualifies as a "Revision to an Approved Project" which does not result in an increase in square footage and, therefore, a statement of overriding considerations for traffic impacts and the timing of improvements can be made. If the project's traffic impacts are not mitigated, it may

be potentially inconsistent with these requirements unless it is determined that there are overriding considerations which justify approval of the project.

INITIAL STUDY CONCLUSION

On the basis of this initial evaluation it has been determined that:

The proposed project MAY have a significant effect on the environment in the areas of air quality, parking and traffic, and further study in an ENVIRONMENTAL IMPACT REPORT is required.

Case Planner/Initial Study Preparer: Janice M. Hubbell, Project Planner

Environmental Analyst: Debra Andaloro

Date: December 13, 1995

EXHIBITS:

1. Conference Center Site Plan
2. Vicinity Map
3. Letter from Applicant, dated December 1, 1995
4. Park Plaza Specific Plan
5. Parking Modification Conditions of Approval
6. Development Plan Conditions of Approval
7. Conference Center Fire Code Occupancy Limitations
8. Supplemental Parking Plan and Updated TDM Program, Associated Transportation Engineers, March 30, 1992

ENVIRONMENTAL CHECKLIST

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. If no impact would occur, **NO** should be checked. If the project might result in an impact, check **YES** indicating the potential level of significance as follows:

Known Significant: Known significant environmental impacts. Further review needed to determine if there are feasible mitigation measures and/or alternatives to reduce the impact.

Potentially Significant: Unknown,potentially significant impacts which need further review to determine significance level.

Mitigated: Potentially significant impacts which can be mitigated to less than significant levels.

Not Significant: Impacts which are not considered significant or no impact.

At the end of each issue area table, a discussion of your conclusion and/or any mitigation measures should be provided.

1. AESTHETICS. Could the project:		NO	YES Level of Significance
a)	Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?	X	
b)	Have a demonstrable negative aesthetic effect in that it is inconsistent with Architectural Board of Review or Historic Landmarks Guidelines or guidelines/criteria adopted as part of the Local Coastal Program?	X	
c)	Create light or glare?	X	

Discussion/Mitigation: No physical changes are proposed; therefore, there would be no visual impacts as a result of the proposed project.

2. AIR QUALITY. Could the project:		NO	YES Level of Significance
a)	Violate any air quality standard or contribute to an existing or projected air quality violation?		Potentially Significant
b)	Expose sensitive receptors to pollutants?	X	
c)	Create objectionable odors?	X	
Is the project consistent with the County of Santa Barbara Air Quality Attainment Plan? Yes			

Discussion/Mitigation: The potential for increased traffic at the Milpas/U.S. 101 intersection is discussed under Traffic/Circulation (p. 11-13). Increased traffic at this intersection would result in an increase in carbon monoxide (CO) emissions. Because this intersection operates at Level of Service D to F, increased traffic will contribute to and worsen a CO hotspot. In addition, increased traffic may result in impacts related to ROC and NOx, although the amount of increase is unknown because the traffic increase has not been quantified.

3. BIOLOGICAL RESOURCES. Could the project result in impacts to:		NO	YES Level of Significance
a)	Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	X	
b)	Locally designated historic, Landmark or specimen trees?	X	
c)	Natural communities (e.g. oak woodland, coastal habitat, etc.).	X	
d)	Wetland habitat (e.g. marsh, riparian, and vernal pool)?	X	
e)	Wildlife dispersal or migration corridors?	X	

Discussion/Mitigation: Because there would be no physical changes as a result of the project, there would be no impacts on biological resources.

4. CULTURAL RESOURCES. Could the project:		NO	YES Level of Significance
a)	Disturb archaeological resources?	X	
b)	Affect a historic structure or site designated or eligible for designation as a National, State or City landmark?	X	
c)	Have the potential to cause a physical change which would affect ethnic cultural values or restrict religious uses in the project area?	X	

Discussion/Mitigation: Because there would be no physical changes as a result of the project, there would be no potential for impacts on cultural resources.

5. GEOPHYSICAL.		NO	YES
	Could the project result in or expose people to:		Level of Significance
a)	Seismicity: fault rupture?	X	
b)	Seismicity: ground shaking or liquefaction?	X	
c)	Seismicity: seiche or tsunami?	X	
d)	Landslides or mudslides?	X	
e)	Subsidence of the land?	X	
f)	Expansive soils?	X	
g)	Excessive grading or permanent changes in the topography?		

Discussion/Mitigation: Because there would be no physical changes as a result of the project, there would be no potential for geophysical impacts.

6. HAZARDS.		NO	YES
	Could the project involve:		Level of Significance
a)	A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?	X	
b)	The creation of any health hazard or potential health hazards?	X	
c)	Exposure of people to existing sources of potential health hazards?	X	
d)	Increased fire hazard in areas with flammable brush, grass, or trees?	X	

Discussion/Mitigation: No significant changes in the risk of upset or exposure to hazardous materials are expected as a result of this project.

7. NOISE.		NO	YES
	Could the project result in:		Level of Significance
a)	Increases in existing noise levels?		Not Significant
b)	Exposure of people to severe noise levels?		Not Significant

Discussion/Mitigation: While increasing usage of the conference facilities would result in an incremental increase in noise due to traffic, the increase would be minimal. No significant impacts are expected to occur.

8. POPULATION AND HOUSING. Could the project:		NO	YES Level of Significance
a)	Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?	X	
b)	Displace existing housing, especially affordable housing?	X	

Discussion/Mitigation: It is expected that existing employees would be able to handle any increase in the number of conference center users. If additional employees were added, the increase would be minimal, the employees would be in the lower income categories and would come from within the South Coast area. This is based on findings included in the Waterfront Park and Hotel and Youth Hostel EIR. Based on discussions with representatives of the Biltmore and the Red Lion, between 85 and 99 percent of all of the lower income ($5.00 - $9.00 per hour) positions are recruited locally. No new management positions would be created as a result of the project. Therefore, no demand for additional housing is expected to occur.

9. PUBLIC SERVICES. Could the project have an effect upon, or result in a need for new or altered services in any of the following areas:		NO	YES Level of Significance
a)	Fire protection?	X	
b)	Police protection?	X	
c)	Schools?	X	
d)	Maintenance of public facilities, including roads?	X	
e)	Other governmental services?	X	
f)	Electrical power or natural gas?	X	
g)	Water treatment or distribution facilities?	X	
h)	Sewer or septic tanks?	X	
i)	Water distribution/demand?		Not Significant
j)	Solid waste disposal?	X	

Discussion/Mitigation: 9.a - h and j. While increasing usage of the conference facilities would result in an increased demand on public services, the increase would be minimal. No significant impacts are expected to occur.

9.i. The water threshold set out for the Park Plaza Specific Plan (of which this project is a part) is 2.4 AFY/Acre of potable water. Reclaimed water use is not assessed as part of this threshold. The historic potable water use for the period of June 1990 through May 1992 is 1.24 AFY/Acre, well under the threshold. Even recognizing that room occupancy was down during this period due to economic conditions and assuming that the average occupancy was 70%, an average of 90% occupancy would result in potable water use of 1.59 AFY/Acre, also well within the Specific Plan threshold. The conference center was used for events that exceed the allowed conditions during the period analyzed and that water use was included in

the historical water use for the property. While an incremental increase in such use could be expected with the approval of the proposed condition amendments, the resulting increase in water use is not expected to exceed the threshold for this Specific Plan; therefore, no significant impacts are expected to occur.

10. RECREATION.		NO	YES
	Could the project:		Level of Significance
a)	Increase the demand for neighborhood or regional parks or other recreational facilities?	X	
b)	Affect existing parks or other public recreational facilities?	X	

Discussion/Mitigation: While increasing usage of the conference facilities could result in an increased demand on parks and recreational facilities, the increase would be minimal. No significant impacts are expected to occur.

11. TRANSPORTATION/CIRCULATION.		NO	YES
	Could the project result in:		Level of Significance
a)	Increased vehicle trips?		Known Significant
b)	Hazards to safety from design features (e.g. sharp curves, inadequate sight distance or dangerous intersections)?	X	
c)	Inadequate emergency access or access to nearby uses?	X	
d)	Insufficient parking capacity on-site or off-site?		Potentially Significant
e)	Hazards or barriers for pedestrians or bicyclists?	X	

Discussion/Mitigation: The applicant has submitted a "Supplemental Parking Plan and Updated TDM Program" prepared by Associated Transportation Engineers (ATE), dated March 30, 1992 (Exhibit 8). This report analyzes existing and proposed parking demand and presents a revised Transportation Demand Management (TDM) Program which is more consistent with the TDM ordinance. The primary issues are related to potential for parking and traffic impacts and are discussed in more detail below:

Traffic: The Red Lion has not prevented departures and arrivals during the peak travel periods as required by the conditions of approval for the Development Plan and Modification until earlier this year. From July 1989 to June 1991 (the period of time studied for parking problems in the ATE report), there were 455 violations for events either beginning or ending during the peak travel period. Transportation Staff questions the long-term effectiveness of this type of condition for a project of this type. However, Transportation Staff has also indicated that if the peak hour conditions are not used, the proposed increase in conference activities will result in a significant impact on the intersections of Milpas Street at the northbound U.S. Highway 101 on- and offramps and the southbound onramp. This may be mitigated by the completion of the Salsipuedes Street extension, so long as there is an appropriately placed left turn lane from Salsipuedes Street into the Red Lion parking lot.

Parking: The applicant has shown, on the basis of past parking counts and hotel and conference facility use, that the existing on-site parking (930 spaces + 50 spaces when valet parking is used = 980 spaces) is adequate to meet the demands of up 1,000 non-hotel guest conference facility users. The data shows this to be the case even when the hotel, restaurant and lounge facilities are at full occupancy. The six special events that are proposed to exceed the 1,000 person limitation would only exceed the parking supply under three scenarios generated by ATE: 1) 1,250 conference attendees with 100% hotel/restaurant/lounge occupancy; 2) 1,500 conference attendees with 75% hotel/restaurant/lounge occupancy; and 3) 1,500 conference attendees with 100% hotel/restaurant/lounge occupancy. A "reasonable worst case" needs to be established to measure the project against. The reasonable worst case would be based on hotel occupancy and percentage of non-hotel guest use of the restaurants and lounge.

The applicant has proposed a Supplemental Parking Plan when demand exceeds supply for special events. The primary proposal would be to reach an agreement with the Santa Barbara Zoological Gardens to use their parking lot and provide shuttle service to the Red Lion. The Zoological Gardens has, in the past, had excess parking spaces available during evenings and weekdays which is when the Red Lion is most interested in special events. As the condition is proposed, the determination of need for additional parking spaces would be made in conjunction with the Community Development Director between 90 and 60 days prior to the scheduled event. The Zoo has recently submitted an application for a new educational facility. This would allow the Zoo to hold more evening events and will likely reduce the availability of its parking lot for use by other event holders. It will be necessary to review the Waterfront Area for other possible locations for offsite parking.

The ATE study does not analyze the effects of a special event scheduled at the Red Lion during a major community event in the Waterfront Area (such as the 4th of July). However, such an event would contribute to parking problems in the area. The premise behind the Applicant's proposal is that people who are already planning to be in the area would stay to attend the related Red Lion event. Such people would be aware of and willing to tolerate both the traffic and parking problems that go with such events. Depending on the timing of the special event in relation to the larger event, some people might be encouraged to stay in the area longer, either arriving earlier or staying later, thus somewhat reducing the pre and post event traffic. The City does not base its assessment of parking (or traffic) impacts on these peak periods for much the same reason.

ATE's study was completed prior to approval of the Waterfront Park and Hotel project. One condition of approval for the Waterfront Park and Hotel project required the following:

> *"Provide the specific off-site parking and, if applicable, the public open space improvement agreement to the City Attorney for review and approval. The applicant shall provide 100 off-site parking spaces. If the parking demand is not met, the project is to be returned to the Environmental Review Committee. This offsite parking shall be provided in one of the following ways:*
>
> *"a. The Owner shall enter into an agreement with Fess Parker's Red Lion Resort (Red Lion) to set aside 100 parking spaces in the westerly end of the Red Lion parking lot. The agreement shall include provisions for coordination of special events between the two hotels. Parking spaces available to the proposed hotel shall be designated in an exhibit attached to the agreement and shall be physically marked in the Red Lion parking lot. There shall be a semi-annual review of the status of the agreement and a monthly reporting requirement. Parking in the Red Lion parking lot shall be limited to valet parking of hotel guests cars and to employee parking with either self parking or valet parking.*

Acceptance of the final agreement by all parties shall be completed prior to issuance of the Certificate of Occupancy for the hotel. Or

"b. The Owner shall provide 100 parking spaces in a parking lot immediately north of the hotel across the Southern Pacific Railroad tracks in accordance with the provisions of the Zoning Ordinance. Completion of this parking lot shall be required within ninety (90) days of issuance of the Certificate of Occupancy for the hotel.

"c. If Option a is pursued, then, on Parcel A, within the 75-foot wide City owned or easement area, the developer shall redesign the pedestrian paths to promote public use, provide twelve (12) to twenty-four (24) benches and signage which indicates that this area is public open space available for public use, subject to the approval of the design by the Historic Landmarks Commission. If the owner of Parcel A objects to such changes, the project shall return to the Planning Commission for further review."

The Waterfront Hotel applicant has chosen to provide the additional 100 spaces required by this condition through a negotiated agreement with the Red Lion Resort. The agreement reserves 50 of the spaces for the exclusive use of the new hotel. An additional 50 spaces controlled by the Waterfront Hotel can be used by the Red Lion if 30 days advance notice is provided of an upcoming need by the Red Lion and the new hotel does not have a conflicting event scheduled which requires the use of those spaces. In addition, the Waterfront Hotel can request up to 50 additional spaces from the Red Lion with 30 days advance notice, for a total of 150 spaces, if the Red Lion does not need them for planned events. This means that, of the 980 spaces with valet parking provided at the Red Lion, only 830 to 930 spaces are actually available for use by the Red Lion. This reduces the potential for use of the conference facility. In addition, the applicant is proposing a condition that would allow more non-hotel guests to use the Conference Facility than was considered in ATE's study. ATE's study was based on a 1,000 person total limitation; the applicant now proposes as 1,200 person non-hotel guest limitation. Based on this new information, it appears that the project has the potential to result in a significant parking impact.

12. WATER ENVIRONMENT. Could the project result in:		NO	YES Level of Significance
a)	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	X	
b)	Exposure of people or property to water related hazards such as flooding?	X	
c)	Discharge into surface waters?	X	
d)	Change in the quantity, quality, direction or rate of flow of ground waters?	X	
e)	Increased storm water drainage?	X	

Discussion/Mitigation: Because there would be no physical changes as a result of the project, there would be no potential for impacts on the water environment.

MANDATORY FINDINGS OF SIGNIFICANCE.		YES	NO
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildfire population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X
c)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	X	
d)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X	

LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY

California Environmental Quality Act (CEQA) & CEQA Guidelines

General Plan Circulation Element

General Plan Conservation Element

1985 Housing Element

1985 General Plan Housing Element Addendum

General Plan Land Use Element

General Plan Noise Element w/appendices

General Plan Map

General Plan Seismic Safety/Safety Element

Geology Assessment for the City of Santa Barbara

Institute of Traffic Engineers Parking Generation

Institute of Traffic Engineers Trip Generation

Local Coastal Plan (Main & Airport)

Master Environmental Assessment

Parking Design Standards

Santa Barbara Municipal Code & City Charter

Special District Map

Uniform Building Code as adopted by City

Zoning Ordinance & Zoning Map

4

Applied Magnetics
Corporation

75 Robin Hill Road
Goleta, California 93117

Telephone (805) 683-5353
FAX (805) 967-8227

May 16, 1989

SANTA BARBARA CITY COUNCIL
City Hall
P.O. Drawer P-P
Santa Barbara, CA 93102

To the Current City Council Members:

It has recently come to my attention that you are considering invoking a conditional use permit clause upon Fess Parker's Red Lion Resort that would limit attendance at resort functions to 500 persons maximum. I would like to express a request, on behalf of Applied Magnetics Corporation, that you reconsider this issue and allow the resort to continue as they have with functions that are larger in attendance than this 500 person number.

Our company was extremely pleased with the Christmas Dinner Dance that we held at the resort in December of 1988. The parking facilities were adequate, traffic flow was smooth and we felt that this facility provided the best location in the Santa Barbara/Goleta area for a function that a majority of our employees and their guests could attend. Due to the number of employees at our Goleta facilities, Applied Magnetic's has had more and more difficulty obtaining adequate space for these types of company functions. We welcomed the addition of the Red Lion to Santa Barbara and desire to continue having the availability of their ballroom and meeting rooms for our use.

On behalf of Applied Magnetics and its 1,200 employees in Goleta, I would like to request your reconsideration of this issue and hope to hear of a positive and quickly forthcoming decision in this matter. For our employee planning committee it is important to have a decision on this matter as soon as possible, so that we can rest assured we will be having another enjoyable gathering at the Red Lion.

Sincerely,

Ben J. Newitt
Vice-Chairman and Chief Executive Officer

EXHIBIT 1

Santa
Barbara
Cottage
Hospital

Post Office Box 689
Pueblo at Bath Street
Santa Barbara, CA 93102
805 682-7111

A CENTURY OF CARING
1888 - 1988

May 24, 1989

Dear Mayor Lodge and Members of the City Council:

Santa Barbara Cottage Hospital, with 1,500 employees, is one of the largest employers in Santa Barbara County. In addition to the need for adequate facilities for employee functions (e.g. Christmas party, recognition dinner), we also need sufficient space within the city of Santa Barbara for occasional special event fund raisers.

I would like to request your consideration that the special use permit which restricts the size of local functions at Fess Parker's Red Lion Resort to no more that 500 attendees be amended to allow local businesses and organizations to exceed that number.

I have attended many functions at the Red Lion and the parking, traffic flow, and hotel security has always been more than adequate.

Thank you for your consideration of this request.

Sincerely yours,

Jerome C. Horan
Vice President/Public Affairs

JCH/amf

bcc: Mary Clark
Jeff Hornick

iNAMED "Innovation and Medicine"

INAMED CORPORATION
1035 Cindy Lane
Carpinteria, CA 93013
(805) 684-6277
FAX (805) 684-0812

June 1, 1989

City Council
City of Santa Barbara
City Hall
735 Anacapa
Santa Barbara, CA 93101

Dear Members of the City Council:

INAMED Corporation employs approximately 435 people in California with approximately 300 in the Santa Barbara area. INAMED is the holding company for seven subsidiaries and one affiliate. Each Christmas season we offer a gala dinner/dance for all of our employees and one guest per employee. It has come to my attention that there is a City Ordinance which disallows groups of 500 or more to congregate simultaneously. Supposedly this ordinance is to control traffic flow. This ordinance would adversely impact our intended purpose of creating employee goodwill by an incentive social gathering.

Please advise if this is in fact, an ordinance. If it is, I wish to formally file a request to appeal such an ordinance. It seems frivolous to me that since during the holiday season, it is highly conceivable two companies with a total representation of 250 each would ceate the same traffic situation. In theory, this type of ordinance discriminates against large employers in the Santa Barbara area by limiting social gatherings at facilities designed to service occupancy of 500 or more.

You may contact me at the address and telephone listed on this letter.

Sincerely,

INAMED Corporation

Linda K. Whitney

Linda K. Whitney
Manager, Human Resources

cc: Board of Directors
INAMED Corporation

AUTHORITY AND CONDITIONS FOR SPECIFIC PLAN NO. 1 PARK PLAZA

I. Authority for Specific Plan No. 1

This amended Specific Plan No. 1 is approved in accordance with Sections 65450 through 65452 of the State of California Government Code.

II. Boundary of Specific Plan No. 1

The City Council of the City of Santa Barbara hereby establishes Specific Plan No. 1, applicable to that area described in the attached legal description (Exhibit A), and the area shown on the map (Exhibit B), shown as Parcel A, Parcel B, Parcel C, Salsipuedes Street, Carpinteria Street, Milpas Street, Calle Puerto Vallarta and Cabrillo Boulevard and City owned land between Parcel A and Cabrillo Boulevard.

III. Intent and Purpose

The intent and purpose of Specific Plan No. 1 is to ensure the orderly development of the area described herein, in accordance with the General Plan and Local Coastal Plan of the City of Santa Barbara. The Specific Plan is intended to provide regulatory controls that conform to the General Plan elements, Local Coastal Plan, and mitigation measures that minimize any adverse environmental impacts as outlined in the Final Environmental Impact Report for the Waterfront Park and Hotel project.

IV. Procedures

Any and all future development of the property shall conform to the provisions of Specific Plan No. 1. No further development shall be permitted without the following:

A. Development Plan review and approval by the Planning Commission. Said approval, disapproval, or conditional approval shall follow the same procedures established for Development Plan Approval and Coastal Development Permits in accordance with Municipal Code Title 28 (the Zoning Ordinance).

B. Architectural Review and approval by the Historic Landmarks Commission. Said approval, disapproval, or conditional approval shall follow the same procedures established for such approval in the Municipal Code.

V. Development Phasing

Phasing of development is permitted if a phasing plan is reviewed and approved by the Planning Commission as a part of the Development Plan Approval of development for one or more parcels.

EXHIBIT 4

VI. Permitted Uses

A. Parcel A (as referenced herein)

1. Recreational/open space and public parking; and/or,

2. Visitor-serving uses in accordance with the Local Coastal Plan "Hotel and Related Commerce I" designation (HRC-I) as follows:

a. Hotel, motel, or lodge

b. Conference center in conjunction with a hotel, motel, or lodge.

c. Restaurant or restaurants in conjunction with a hotel, motel, or lodge.

d. Cocktail lounge or lounges in conjunction with a hotel, motel, or lodge.

e. Stores or shops in conjunction with a hotel, motel, or lodge.

f. Health club in conjunction with a hotel, motel, or lodge.

g. Recreational facilities in conjunction with a hotel, motel, or lodge.

h. Automobile rental in conjunction with a hotel, motel, or lodge.

i. Bicycle rentals in conjunction with a hotel, motel, or lodge.

j. Ancillary uses for the express purpose of hotel, motel, or lodge operations include, but not limited to, the following:

(1) Employee cafeteria
(2) Kitchens
(3) Restrooms
(4) Lobby
(5) Storage and back-of-the-house
(6) Coat/phones
(7) Administrative offices

B. Parcels B and C

1. Primary Use

As indicated in the City's Local Coastal Plan (LCP), the primary land use for Parcels B and C shall be public park and recreational facilities developed in conjunction with public parking in accordance with Chapter 28.37 of the Municipal Code.

2. Secondary Use for Parcel B

Notwithstanding the primary use specified above, if Parcels B is not acquired, dedicated, or otherwise developed for public park and recreational facilities, the following uses shall be considered in compliance with the underlying land use designation described in the City's Local Coastal Plan subject to all development regulations adopted pursuant to the authority and conditions herein:

a. Visitor-serving uses in accordance with the Local Coastal Plan designation for "Hotel and Related Commerce II."

b. Recreation and open space facilities in conjunction with parking.

3. In accordance with the Conditions of Approval set forth in the Coastal Development Permit (4-81-205) for the hotel development on Parcel A, approved by the California Coastal Commission (CCC) on October 7, 1981, the following standards shall apply to development on Parcels B and C:

a. The total area to be developed on Parcels B and C pursuant to Section VI.B.1 and 2 above, and parking for those allowed uses, shall be limited to 3.0 acres. Upon development of Parcels B and/or C, all areas outside the identified building envelope shall be dedicated for public open recreational use.

b. If the total area allocated to development (commercial uses, associated parking and landscaping) on Parcels B/C exceeds two acres, provisions for a 75 bed hostel shall be made consistent with Condition D(1), (2) or (3) of Coastal Development Permit 4-81-205.

4. The following additional standards apply to Parcel B if the site is developed with a hotel/resort which does not primarily provide low and moderate cost visitor serving accommodations:

a. The hostel provided for by Coastal Development Permit 4-81-205 shall be increased in size from 75 to 100 beds. The developer of Parcel B shall be responsible for funding the additional beds, associated additional construction and land costs.

b. The hostel shall meet the criteria for a superior grade hostel facility equivalent to that established by the American Youth Hostel Association. The hostel shall be dedicated to a public agency or private organization which will own and operate it in perpetuity as a hostel. If the hostel is not located on Parcel B, it shall not displace existing low or moderate income lodging facilities within the City's Coastal Zone and shall be done in a manner consistent with the City's housing policies of its LUP. The hostel shall not be provided above space utilized for entertainment or night activity.

c. The land dedicated for public open recreational use in Section VI.B.3.a above shall also be developed with recreational uses consistent with those uses shown on the Santa Barbara Park and Hotel Plan, dated June 15, 1992. The recreational uses shall be constructed concurrent with development of the hotel and completed prior to occupancy of the hotel on Parcel B.

d. The hostel required in Section VI.B.3.b above shall be increased in size from 75 to 100 beds. Issuance of the building permit for the hostel shall be a prerequisite for the issuance of the building permit for the hotel/resort. In addition, the issuance of the Certificate of Occupancy for the hostel shall be a prerequisite for the issuance of the Certificate of Occupancy for the hotel/resort.

VII. Development Regulations

A. Deficiency Point System

1. Traffic and Circulation

a. Parcel A

During the period that the City of Santa Barbara utilizes the 100 point "deficiency points" system (Policy 11.2 and 12.1 of the adopted Local Coastal Plan) as one of the criteria in the evaluation of proposed developments within the Waterfront Area, the City shall not permit development within Parcel A of Specific Plan 1 that will generate traffic that exceeds a cumulative total of 20 deficiency points or 360 p.m. peak hour trips (in plus out) as determined by the Department of Public Works.

b. Parcel B and C

In accordance with the policies for the City's Coastal Zone, the development of Parcels B and C is not a priority use for which deficiency points have been reserved. Development of Parcels B and C shall be evaluated for deficiency points in the same manner as all other projects in the Waterfront Area consistent with LCP Policies 11.2, 12.1, and Coastal Act Section 30254. The cumulative total of the development of Parcels A, B and C shall not exceed 30 deficiency points or 552 p.m. peak hour trips as determined by the Department of Public Works with the exception of the peak hour trips associated with the portion of land not included in the original Specific Plan. Trips associated with the additional land (see shaded portion of Exhibit B) included in this amended Specific Plan shall be permitted in accordance with the LCP and Municipal Code Section 28.87.300.

c. Monitoring

Automatic traffic counters shall be installed at the entrances and exits of each parcel which can be monitored for purposes of assuring compliance with "a" and

"b" above. If, upon inspection by the City, violations of these conditions are found, development permits approved pursuant to the authority and conditions of this plan shall be reviewed by the Planning Commission for additional controls and conditions to reduce traffic generated by such developments.

2. Parking

   a. Developer shall provide parking in accordance with the minimum City ordinance requirements. However, parking needs for individual development may be evaluated on a site/use-specific basis. Parking shall be provided to meet peak parking needs as justified through written evaluation by the applicant and reviewed by the Transportation and Parking Manager and/or Planning Commission. New development may, based upon site/use-specific considerations, be required to provide parking in excess of the minimum ordinance requirements. In the case that parking needs are determined to be less than minimum ordinance requirements, the Planning Commission may approve a Modification Application.

   b. The developer shall waive the right to protest the formation of a Waterfront Area parking district.

   c. All legal on-street parking removed as a result of any project shall be replaced on site, or off-site in close proximity within the Coastal Zone as approved by the Planning Commission, on a one-for-one basis. The number of parking spaces to be replaced shall be determined by the Transportation and Parking Manager. Said spaces shall be in addition to the minimum required in accordance with (2.a), above.

3. Alternative Transportation Incentives

   a. Parcels A and B

      (1) Any hotel/motel use shall meet the following requirements:

         (a) The developer, upon application for hotel/motel uses, shall submit to the Planning Commission for review and approval, a visitor information program. The program shall include, but not be limited to, the following:

            (i) A means of providing train, bus, airline schedules and maps to prospective hotel guests.

            (ii) A means of providing hotel guests with alternative transportation modes, schedules, and maps of access to the Central Business District, beach area, and other local and regional points of interest.

(iii) Advertisement for and to solicit conferences which includes the City's clean air and energy goals and explanation of the benefits of using alternative transportation modes.

(iv) A means of coordinating special events with the City (i.e., Fiesta) so that appropriate traffic controls, rerouting, and timing of events can be achieved.

(b) A shuttle service to the Airport, train depot, bus depot, and other hotels shall be provided.

(c) Bike rentals shall be provided for hotel guests.

(2) Bicycle parking shall be provided as follows:

(a) One (1) bicycle parking space for every seven (7) automobile spaces shall be provided.

(b) Lockable employee bicycle parking spaces shall be provided within an enclosed, covered area. All bicycle rack areas shall be located in an area within direct view of security personnel.

(3) Shower and locker facilities shall be provided for use by all employees.

(4) Carpool spaces shall be provided for employees: At least 10% of the employee parking spaces.

(5) Employees shall be made aware of the Ride Sharing program administered by the Area Planning Council.

(6) Maps showing bicycle route and bus route/schedule information shall be posted in a least two (2) locations.

(7) Free bus passes shall be made available to all employees.

b. Parcel C

(1) One (1) bicycle parking space for every seven (7) automobile spaces shall be provided.

(2) Maps showing bicycle route and bus route/schedule information shall be posted in a least two (2) locations.

(3) Shower, locker and enclosed lockable bike parking facilities shall be provided for use by employees of any use employing twenty (20) or more persons.

4. Public Improvements

a. The developer shall widen adjacent streets as necessary to accommodate estimated future traffic volumes, non-project plus project. The calculations to support the proposed street widening, if any, shall be approved by the City Transportation Engineer.

b. Adequate storage lengths for right-turn or left-turn movements shall be provided on streets adjacent to the project, including, but not limited to:

* (1) Eastbound left-turn on Cabrillo Boulevard at Calle Puerto Vallarta.

* (2) Westbound right-turn on Cabrillo Boulevard at Calle Puerto Vallarta.

* (3) Southbound on Calle Puerto Vallarta at Cabrillo Boulevard.

* (4) Northbound left-turn on Calle Puerto Vallarta at Milpas Street.

* (5) Southbound right-turn on Milpas Street at Calle Puerto Vallarta.

* (6) Northbound left-turn on Calle Puerto Vallarta at project driveways.

* (7) Signalized pedestrian crossing shall be provided at Salsipuedes Street/Cabrillo Boulevard and Punta Gorda Street/Cabrillo Boulevard.

(8) Northbound left-turn on Salsipuedes Street at project driveway(s).

The adequacy of such turning lanes shall be substantiated to the satisfaction of the City Transportation Engineer.

* c. The developer shall install or contribute to full-actuated traffic signals at the following intersections. In addition, said signals shall be bicycle actuated and interconnected with existing signal systems. Signals shall be in full operation prior to occupancy clearance.

Intersection	Contribution	Timing
Calle Puerto Vallarta at Milpas Street	100%	Concurrently with construction of hotel/conference center.
Calle Puerto Vallarta at Cabrillo Boulevard	100%	" "
Salsipuedes Street at Cabrillo Boulevard	100%	" "

Milpas Street at southbound U.S. 101 on-ramp	25%	Concurrently with construction of hotel/conference center.

* Improvements required for Parcel A have been completed.

d. The developer shall offer for dedication and improve Salsipuedes Street within the Specific Plan Area and shall improve the extension of Salsipuedes Street across City owned lands to an intersection with Cabrillo Boulevard. Salsipuedes Street shall have a right of way width of eighty-four (84') feet and be improved with a paved width of sixty-seven (67') feet with curbs, gutters, sidewalks, street trees, street lights, street name signs and stop signs in conformance with the Standards of the City for the construction of public streets. The developer shall also install traffic lights at the intersection of Salsipuedes Street and Cabrillo Boulevard when directed by the City. Said dedication shall be accomplished by the Final Map creating Parcels A, B and C. The easterly half of said improvements shall be required as a condition of approval of the site plan for the development of Parcel A and the westerly half of said improvements shall be required as a condition of approval of the site plan for the development of Parcel B.

e. The following alternative transportation measures shall be instituted as a minimum:

(1) Bus pockets, shelters, and bike parking facilities, shall be provided as determined appropriate by the developer, in concurrence with the City Transportation Engineer and the Metropolitan Transit District.

(2) Use of bicycles shall be encouraged by:

(a) Constructing shower and locker facilities for use by employees of any use employing (20) or more persons.

(b) Linking any on-site bikeways with adjacent City bikeways. This should include linking to bike lanes on adjacent streets where appropriate.

(c) Constructing bicycle storage facilities as required by City ordinance.

B. Visual and Aesthetics

1. Building Setbacks

a. Cabrillo Boulevard

(1) Parcel A

(a) 120-feet measured from the existing curb line for one story buildings and parking facilities.

(b) 180-feet measured from the existing curb line for two (2) story buildings.

(c) Plazas and recreational facilities for public use must be set back at least 50 feet measured from the existing curb line.

(2) Parcels B and C

(a) 75-feet minimum measured from the existing curb line.

(b) Plazas, parking, driveways, and structures for recreational facilities (i.e., storage buildings, kiosks, restrooms and carousel) for public use must be set back at least 10 feet measured from the existing curb line.

b. Calle Puerto Vallarta/Milpas Street

(1) 40-feet measured from the property line for one story buildings and parking structures and 75-feet measured from the property line for two story buildings and parking structures.

(2) Surface and underground parking, plaza and recreation areas must be set back at least 25 feet from the property line along Salsipuedes Street, and up to 10 feet from Calle Puerto Vallarta and Milpas Street.

c. Salsipuedes Street

(1) 33.5-feet measured from the new curb line pursuant to Section VII.A.4.d.above.

d. Santa Barbara Street

(1) As required by Chapter 28.22 of the Municipal Code.

2. Landscaping

   a. All setback areas as specified above shall be landscaped.

   b. Parking lots shall be landscaped in accordance with the City's Parking Ordinance and completely screened from all streets.

   c. Landscaping along Cabrillo Boulevard shall be compatible with that of Chase Palm Park. Existing mature and healthy trees shall be saved and included in the landscaping design, or as provided within the development plan approval.

   d. Dense, fast-growing species of trees and shrubs shall be provided along the railroad right-of-way as allowed by the Public Utilities Commission.

   e. All plant material shall be a drought tolerant species.

   f. All loading docks, trash areas, and service areas shall be screened with structural enclosures and dense landscaping.

3. Building Height

   a. Two (2) stories, not to exceed thirty (30) feet; or

   b. Provide a height-setback relation study for the purpose of maximizing view protection/enhancement and creation of contiguous open space areas. If utilizing this method to determine building height, in no case shall any buildings exceed three (3) stories and 45 feet. Determination to allow height-setbacks shall be by the Planning Commission through advisement by the Historic Landmarks Commission.

4. Architectural Design

   a. The development of Parcels A, B and C shall be subject to review by the Historic Landmarks Commission to ensure that the architectural design, scale, and character are reflective of the character of the El Pueblo Viejo District.

5. View Corridors/Distance Between Buildings

   a. Prior to the development of Parcels A, B and C, a view corridor study shall be provided to determine the necessary distances between buildings. Views shall be assessed from Cabrillo Boulevard toward the foothills and mountains. The Historic Landmarks Commission shall advise the Planning Commission on the determination of view corridors. In no case shall building separations be less than permitted in the basic zone established for the property.

b. All buildings shall be oriented to preserve and enhance the determined view corridors.

6. Signs

a. All signs shall be subject to review and approval, disapproval, or conditional approval by the Sign Committee in accordance with section 22.70 of the Municipal Code.

b. Signs shall be minimal, clear and unobtrusive and be complementary to other signs within the Specific Plan area.

7. Other Regulations

a. All utilities shall be placed underground.

b. All exterior lighting shall be of low intensity and within the "white" light color spectrum, except as necessary for recreational activities.

c. Lighting standards shall be designed in harmony with the coastal orientation of the site and architectural design of the building.

d. Lighting standards shall not exceed 12 feet in height, excepting public street lights along the street right-of-way or as necessary for recreational activities.

C. Recreation and Open Space

1. Parcel A

A condition of development of a hotel/conference center on Parcel A shall include dedication and the improvement of a park site. The amount of park area shall be 4 acres per 1000 persons based upon two (2) persons per guest room.

2. Parcels B and C

Additional dedication and improvement of park land shall be required. The amount will be predicated upon the generated recreation demand by the particular project.

Prior to the issuance of a building permit to develop Parcel B with a hotel/resort which does not primarily provide low and moderate cost visitor serving accommodations, Parcel C shall be issued a building permit for development of recreation and open space uses, consistent with those uses shown on the Santa Barbara Waterfront Park and Hotel Plan, dated June 15, 1992, subject to approval by the Planning Commission and the Parks and Recreation Commission. In addition, issuance of a Certificate of Occupancy for the park shall be a prerequisite for the issuance of a Certificate of Occupancy for the hotel/resort.

3. Appropriate signage shall be provided between the northwest corner of Salsipuedes Street and Cabrillo Boulevard and the easterly entrance to the floral gateway (as shown on the Santa Barbara Waterfront Park and Hotel Plan, dated June 15, 1992), at the northeast corner of Santa Barbara Street and Cabrillo Boulevard, and facing Cabrillo Boulevard adjacent to the pump house which clearly states that the recreation and open space areas are for the use and enjoyment of the general public. Interpretive signage about wetland habitat and other natural history features of the site shall be provided at appropriate locations in the park area.

4. Prior to the issuance of a Coastal Development Permit to develop Parcels B or C, a deed restriction must be recorded which indicates that the approved use is a visitor serving use exclusively available to the general public. The deed restriction shall also specify that conversion of any portion of the approved facilities to a private or member only use or the implementation of any program to allow extended or exclusive use or occupancy of the facilities by an individual or limited group or segment of the public is not authorized and would require an amendment or new coastal development permit.

D. Geology and Drainage

1. Geology

Prior to the issuance of building permits, the applicant shall submit a geotechnical report. This report should relate specifically to the submitted plan and address at a minimum:

a. The recommended design earthquake magnitude, the engineering characteristics of this earthquake (i.e., maximum ground acceleration, duration of strong shaking, etc.) including the effects of site conditions, and likelihood of occurrence. Site effects may include changes in near surface conditions that will occur as a result of grading.

b. Measures to be implemented to reduce the potential for liquefaction beneath the proposed structures to a level that is consistent with hazard reduction policies of the City.

c. Measures to be implemented to reduce settlement to amounts that can be accommodated by the proposed site improvements (i.e., structures, drainage devices, etc.).

This report shall be reviewed by an independent qualified Engineering Geologist and a Soils Engineer retained by the City to ensure that the measures proposed meet the intent of City policies regarding hazard reduction. The design earthquake characteristics as developed in this report shall be taken into account by the structural engineer in the design of the proposed site improvements.

2. Drainage

Public Works Department approval must be obtained for a drainage plan to provide adequate storm drainage for a 100 year storm for all parcels, considering each parcel as fully developed. Adequate positive drainage for this site shall mean a positive underground storm drain system meeting the criteria of the Interim Design and Improvement Standards of the City as well as that no major sheet flow from the site shall significantly impede two lanes of traffic along Cabrillo Boulevard.

As each parcel develops, the portion of the underground drainage for that parcel must be constructed prior to issuance of a building permit to assure that there will be "no flooding" as described above during site construction with the site drainage for the parcel to be completed prior to issuance of the Certificate of Occupancy.

Since Calle Puerto Vallarta is to be reconstructed with an increase in elevation, positive drainage must be provided from the park on the south side.

E. Housing

Development proposals for Parcels A, B or C shall satisfy the City's requirement to mitigate any impact the project may have on the City's housing stock through the creation of new affordable housing as required by Chapter 28.87.300 of the Municipal Code.

F. Public Service

1. Water Conservation

a. Development of Parcels A, B and C shall be limited to a maximum water consumption of public potable water of two and four-tenths (2.4) acre feet per year per acre. Data shall be provided by the developer to ensure compliance with this provision and based on water consumption standards approved by the Department of Public Works.

b. Water conservation fixtures shall be provided as follows, but not limited to:

(1) 1.5 gallon per flush toilets and urinals

(2) One-half gallon per minute (0.5 gpm) flow faucets

(3) Two gallon per minute (2.0 gpm) flow shower heads

(4) State-of-the-art water-conserving dishwashers

(5) Recycling of laundry water

c. Landscaping shall be drought tolerant vegetation. Irrigation systems for landscaping shall be designed for use of reclaimed water, except in areas where salt leaching and other technical problems preclude use of reclaimed water.

d. Water sprinklers shall be shut off between 8:00 a.m. and 6:00 p.m. in summer season.

2. Fire, Security, and Safety Protection

a. A complete disaster evacuation and safety plan shall be reviewed and approved by the Fire Chief. Said plan shall include, but not be limited to, the following:

(1) Smoke detectors in all commercial areas, units, guest rooms and work spaces.

(2) Fire alarm system that is tested and reliable during all adverse circumstances.

(3) Sprinkler systems where determined to be necessary.

(4) Posted safety procedures and evacuation routes throughout.

(5) An evacuation and safety plan to include flood, fire, earthquake, hazardous materials, and tsunami disaster warning.

b. Adequate fire flow pressure as required by the Fire Chief shall be provided.

c. Building materials shall be fire resistant and designed to minimize fire hazards due to earthquakes or other natural disasters.

d. Security systems shall be provided, and such plans shall be approved by the Police Chief.

G. Noise Protection

Building construction methods shall be utilized in the building design to attain interior noise levels no greater than 45 db(A). Such design features may include, but are not limited to:

1. Deep recessed windows with double strength tempered glass.

2. Walls that face the noise source constructed of solid masonry or other comparable materials with few or no openings for doors or windows.

3. Where doors and windows are provided, adequate caulking, double glazing and heavy grade weather striping shall be provided.

4. Solid sealing of wall/roof surfaces.

5. Insulation.

H. Energy Conservation

Prior to the submittal of plans for development plan approval for Parcels A, B or C, the applicant shall submit a detailed energy conservation plan(s) which shall include, but not be limited to the following:

1. Electrical and Lighting

   a. Minimize use of unnecessary lighting with use of timers and automatic shut off switches.

   b. Establish lighting needs and priorities for different periods of the day and night.

   c. Develop a plan to minimize peak power demand.

   d. Use of alternative lighting types with the most effective energy savings.

   e. Maximize use of natural lighting.

   f. Survey effective passive cooling and ventilation features including structure design to take advantage of sun shading and wind induced cross ventilation, such as:

      (1) Air scoops to collect prevailing winds.

      (2) Proper location of vegetation.

      (3) Roof overhangs.

      (4) Sunshades to increase wind pressure near inlets.

      (5) Insulate and ventilate attic space.

      (6) Use gravity ventilation to create natural ventilation.

   g. Insulation of walls, floors and ceilings.

2. Natural Gas

   a. Provide adequate solar design, where feasible, including:

      (1) Insulation of walls, floors and ceilings.

(2) Use of building materials that store daytime heat.

(3) Controlled penetration of sun through south facing windows (i.e., awnings, special blinds, double glazed windows, overhangs).

(4) Provide solar water heaters.

The final plans for energy conservation shall be reviewed and approved by the City prior to the release of building permits. Their report and analysis shall be forwarded to the Land Use Controls Division for incorporation into the project as built.

VIII. Administration Of Specific Plan No. 1

A. All references herein to ordinances are to ordinances as currently written unless expressly provided to the contrary. To the extent legally permitted, in the event of any conflict between the Specific Plan and the General Plan, ordinances or other policies of the City of Santa Barbara, the Specific Plan shall prevail. In the event any condition or term herein set forth is declared illegal or unenforceable, the other terms and conditions shall remain in full force and effect to the full extent permitted by law.

[jh\park\sp1-ccc.doc]

SANTA BARBARA CITY PLANNING COMMISSION

RESOLUTION NO. 36

SUBJECT: Request of Park Plaza Corporation for a modification under provisions of Section 28.90.100 of Title 28 of the Municipal Code, the Zoning Ordinance, applied to Assessor's Parcel No. 17-010-37 in order to permit 900 off-street parking spaces instead of the required 1,642.

WHEREAS, the City Planning Commission has held the required public hearing on the above application, and the applicant was present; and,

WHEREAS, 9 persons appeared to speak in favor of the application and 23 appeared to speak in opposition thereto, and various technical reports and studies were presented for the record; and,

WHEREAS, the matter having been fully considered by this Commission, the Planning Commission finds as follows:

(1) That the Commission has read and considered the Final Environmental Impact Report and have included the relevant mitigation measures into their approval; and,

(2) That the request is not inconsistent with the purposes and intent of the City's Parking Ordinance.

NOW, THEREFORE IT IS RESOLVED that the City Planning Commission hereby approves the subject request, subject to the following conditions:

(see attached conditions)

Passed and adopted this 11th day of June 1981, by the Planning Commission of the City of Santa Barbara, by the following vote:

AYES: 5 Abstained:
NOES: 1 Absent: 1

CITY PLANNING COMMISSION
SANTA BARBARA, CALIFORNIA

I hereby certify that the above Resolution was adopted by the Santa Barbara City Planning Commission at its meeting of the above date.

Signed by: David Davis, City Planner

Date: June 16, 1981

PARK PLAZA
MODIFICATION CONDITIONS
June 12, 1981

1. A minimum of 925 private and 17 public automobile parking spaces shall be provided. However, if within five (5) years from the opening of the entire facility there are impacts created from a lack of parking, the applicant/owner shall provide up to 300 additional parking spaces on Parcel A. Adequate surface land area or other means determined through the development plan approval process shall be provided to assure the addition of the optimum number of parking spaces.

2. An annual report of parking activities shall be provided by the applicant/owner with a comprehensive inventory of conference participation, hotel occupancy and parking space occupancy on an average daily and weekend basis and during peak use. Said report shall be subject to review by the Director of Public Works and the Community Development Director. Determination of parking impacts shall be made based upon said report and the nature, frequency, and validity of complaints registered through the Police, Fire and Public Works Departments.

3. The conference center capacity shall not exceed 1,000 persons at any time.

4. The conference center shall be closed to non-hotel guests on summer Sunday afternoons (June-September) and any other day where the peak hour trips exceed 360. The determination of when these alternate closure times would occur is subject to the determination of the Director of Public Works based upon monitoring by the Transportation Staff.

5. Hotel and conference center activities shall be scheduled for arrival and departure times at off-peak hours. Activities shall be scheduled so that arrival and departure times do not coincide with arrival and departure times of other activities.

6. Van, bus, and/or jitney service shall be provided for conference participants staying in other hotels and/or motels.

7. No more than 500 persons not residing at the hotel shall be permitted to attend hotel conferences.

8. Attendant parking shall be provided during all conference events.

9. Alternative transportation incentives shall be provided as follows:

   A. The developer, upon application for hotel/motel uses, shall submit to the Planning Commission for review and approval a visitor information program. The program shall include, but not be limited to, the following:

      (1) A means of providing train, bus and airline schedules and maps to prospective hotel guests.

(2) A means of providing hotel guests with alternative transportation modes, schedules, and maps of access to the Central Business District, beach area and other local and regional points of interest.

(3) Advertisement and solicitations for conferences shall include a statement of the City's clean air and energy goals and explanation of the benefits of using alternative transportation modes.

(4) A means of coordinating special events with the City (i.e., Fiesta) so that appropriate traffic controls, rerouting, and timing of events can be achieved.

B. A shuttle service to the airport, train depot, bus depot, and other hotels shall be provided.

C. One (1) bicycle parking space for every seven (7) automobile spaces shall be provided. In addition, lockable employee bicycle parking spaces shall be provided within an enclosed, covered area. All bicycle rack areas shall be located in an area within direct view of security personnel.

D. Showers and locker facilities shall be provided for use by all employees.

E. Bike rentals shall be provided for hotel guests.

F. Carpool spaces shall be provided for employees: At least 10% of the employee parking spaces.

G. Employees shall be made aware of the Ride Sharing Program administered by the Area Planning Council.

H. Maps showing bicycle routes and bus route/schedule information shall be posted in at least two (2) prominent locations.

I. Free bus passes shall be made available to all employees.

J. The public parking area shall be clearly signed and marked for public use not related to hotel/conference activities.

SANTA BARBARA CITY PLANNING COMMISSION

RESOLUTION NO. 37

SUBJECT: Request of Park Plaza Corporation for development plan approval of a Hotel/Conference Center located on East Cabrillo Boulevard at Punta Gorda Street.

WHEREAS, the City Planning Commission has held the required public hearing on the above application, and the applicant was present; and,

WHEREAS, 9 persons appeared to speak in favor of the application and 23 appeared to speak in opposition thereto, and development plan exhibits and various technical reports were presented for the record; and,

WHEREAS, the matter having been fully considered by this Commission, the Planning Commission finds as follows:

(1) That the Commission has read and considered the Final Environmental Impact Report and has included the relevant mitigation measures into their approval; and,

(2) That the plan is consistent with the State Coastal Act, Local Coastal Plan, and the proposed Specific Plan No. 1.

NOW, THEREFORE IT IS RESOLVED that the City Planning Commission hereby approves the subject request, subject to the following conditions:

(see attached conditions)

Passed and adopted this 11th day of June 1981, by the Planning Commission of the City of Santa Barbara, by the following vote:

AYES: 5
NOES: 1
Abstained:
Absent: 1

CITY PLANNING COMMISSION
SANTA BARBARA, CALIFORNIA

I hereby certify that the above Resolution was adopted by the Santa Barbara City Planning Commission at its meeting of the above date.

Signed by: David Davis, City Planner

Date: June 16, 1981

PARK PLAZA
DEVELOPMENT PLAN CONDITIONS
June 12, 1981

1. All conditions of Specific Plan No. 1 and Tentative Subdivision Map as applied to Parcel A, and Modification shall apply.

2. Approval of the Development Plan shall be subject to City Council approval of the appurtenant General Plan Amendment, Zone Change, and Specific Plan No. 1.

3. The hotel shall be designed to a maximum of 360 guest rooms and a conference center facility with approximately 20,000 square feet of active meeting space. The conference center capacity shall not exceed 1,000 persons at any time.

4. The conference center shall be closed to non-hotel guests on summer Sunday afternoons (June-September) and any other day where the peak hour trips exceed 360. The determination of when these alternate closure times would occur is subject to the determination of the Director of Public Works based upon monitoring by the Transportation Staff.

5. Hotel and conference center activities shall be scheduled for arrival and departure times at off-peak hours. Activities shall be scheduled so that arrival and departure times do not coincide with arrival and departure times of other activities. Peak hours shall be specified by the Director of Public Works.

6. No more than 500 persons not residing at the hotel shall be permitted to attend hotel conferences.

7. A monthly report shall be provided to the Community Development Director outlining usage of the conference facilities during the preceding month. Said report shall consist of, but not be limited to, the following:

   a. Number of attendees at each event by date and time (name of group shall not be included).

   b. Number of attendees at each event residing at the hotel.

   c. Number of attendees at each event residing at the hotel that have their own vehicle at the hotel.

   Such report shall be signed by the manager of the hotel, or in his absence by the assistant manager, under penalty of perjury. The report shall be received by the Community Development Director no later than thirty (30) days after the end of the month to which the report pertains.

8. If it is found that the Conference Center capacity, as specified herein, is exceeded, the City by prohibitory or mandatory injunction or such other remedy as the law

allows shall regulate the use of the conference facility by closing all or a portion of the facility or other such method to assure compliance with the conditions specified herein.

9. All existing mature and healthy trees shall be saved and included in the landscaping design. Trees and major shrubs may be removed, however, subject to the approval by the Community Development Director and, where appropriate, the Parks and Recreation Commission. An arborist shall be retained at the developer's expense to review and make recommendations, as well as supervise, the trimming and removal of trees on the City's open space strip along Cabrillo Boulevard to enhance the view corridors.

10. The following shall be submitted to and subject to approval by the Architectural Board of Review:

    a. Landscaping Plans, including the City owned open space strip

    b. Lighting Plan, including means of shielding parking lot and tennis court lights

    c. Exterior elevations and details

    d. Public sidewalks within setback areas

    e. Complete screening of parking areas

11. The developer shall make an offer of dedication for park and recreational use to the City of 2.1 acres of land across Parcels A, B, and C fronting on Cabrillo adjacent to the City owned strip. The developer shall develop and maintain the public and private open space areas in perpetuity for purposes of mitigating recreational and open space impacts.

12. Any facilities, plazas, sidewalks and/or other encroachments within the setback areas along Cabrillo Boulevard as provided for in Specific Plan No. 1 shall be designed and oriented for public use. Said facilities shall be directly accessible to the public from the setback area. The plaza adjacent to the conference facility/lobby shall have only a limited glass enclosure and shall be designed to invite and encourage public use.

13. Public sidewalks shall be provided on all public street frontages, as well as throughout the setback area along Cabrillo Boulevard.

14. Driveway access to Milpas Street shall be limited to service vehicles through a physically controlled means that prohibits ingress/egress by all other vehicles. Such control mechanism shall be approved by the City Transportation Engineer.

15. Alternative means of transportation shall be incorporated into the project through the following programs:

I. Visitor Information Program

The program will include, but not be limited to, the following:

A. Incorporation of general information relative to regional air, train, and bus service serving the Santa Barbara area into all major advertising efforts including pamphlets, brochures, information to travel agents, newspaper advertisements, and radio and television broadcasts.

B. Provision of specific regional airline, train, and bus schedule information and maps in information provided to future hotel guests and conference participants through direct mailings, travel agents, and conference booking agents.

C. Provision of specific information and/or schedules to hotel guests and conference participants relative to local alternative transportation modes, including Metropolitan Transit District service, taxi service, airport limousine service, and charter bus service. This information will be distributed at check-in and will relate to trips normally made by hotel guests to the airport, train station, bus depot or other local points of interest. Maps showing bus route/schedule information will be posted in the hotel lobby.

D. When appropriate, advertisements and information provided to hotel guests and conference participants would include an explanation of the City's clean air and energy goals and the benefits of using alternative transportation modes.

E. The visitor information program will be reviewed and approved by the City prior to implementation, and yearly thereafter.

II. Local Events Coordination

Coordination of hotel/conference center activities and local special events will be as follows:

A. A meeting will be held at the hotel each January to determine what local events scheduled during the upcoming year might conflict with hotel activities. This meeting will include the following representatives:

1. The Hotel Manager

2. The City Police Chief

3. The City Transportation Engineer

4. The City Parks Director

5. The City Recreation Director

6. Chamber of Commerce

The hotel management will not schedule events which will interfere with local special events.

B. For events unknown at the time of the January meeting, the hotel management will work with City representatives to minimize hotel-related impacts.

III. Hotel/Conference Center Bus and Van Service

Bus and van service will be provided by the hotel/conference center as follows:

A. Buses will be chartered from local charter bus companies to transport large groups of hotel guests and conference participants between the hotel and the airport, train station, bus depot, other hotels, and regional points of interest.

B. A minimum of six hotel vans will be provided to transport individual guests or small groups of guests, conference participants, and employees between the hotel and the airport, train station, bus depot, other hotels, and local points of interest.

C. Communication between the hotel and the airport will be via private telephone lines. Telephones will be conveniently located in the airport lobby. Similar communication, if warranted, will be provided between the hotel and the train station, bus depot, taxi companies, and car rental agencies.

IV. Bicycle Utilization

Utilization of bicycles will be encouraged through the following measures:

A. One bicycle parking space for every seven automobile parking spaces will be provided. These spaces will be placed at convenient locations throughout the development.

B. Fifty of the provided lockable employee bicycle parking spaces will be provided within an enclosed, covered area.

C. Separate shower and locker facilities for men and women employees will be provided. Each facility will consist of a small locker room containing three showers and 25 lockers.

D. A bicycle rental shop will be provided for hotel guests.

E. Maps showing bicycle routes will be posted in the bike rental shop and at two other locations in the hotel complex.

V. Carpool Program

The hotel management will set up and administer a carpool program as follows:

A. County Ride Sharing Program personnel will work with the hotel management to set up a carpooling program. They will also meet the hotel employees to explain the program and the benefits of carpooling.

VI. Employee Transit Use

The hotel will promote employee transit use as follows:

A. A free bus pass will be provided to each employee who desires to ride the bus.

16. Energy conservation measures which shall be incorporated into the building design will include, but not be limited to, the following:

A. Develop a plan to minimize the peak electrical power demands (load shedding).

B. Establish lighting needs based on the task performed.

C. Establish lighting needs and priorities for different periods of the day and night.

D. Minimize unnecessary nighttime lighting with the use of electronic timers and switches.

E. Maximize use of natural lighting that would be consistent with insulation requirements, seismic safety criteria, and Spanish Colonial architecture.

F. The lighting systems will make a maximum use of luminaries of the high intensity discharge (HID) type and of fluorescent luminaries maximizing the luminary output per watt of power consumption.

G. Where practical appliances will be selected on the basis of energy consumption performance.

H. Electrical resistant heating or electrical heat pumps will not be used.

I. The attic spaces will be ventilated with a non-depleting energy source.

J. The design of the structure will take advantage of passive heating, cooling, and ventilation to the extent that it will be consistent with the mandated Spanish Colonial style of architecture.

K. The building envelope will be insulated to minimize heat gain or heat loss.

L. Where possible, the effect of solar penetration through south facing windows will be controlled.

M. Guest room windows will be openable to take advantage of natural ventilation.

N. Domestic hot water will be solar heated with a standby system to be used only when needed. Storage will be provided for solar heated water. Solar panels will be located on the flat roof of the conference center and possibly some in the roof wells of the guest rooms all of which will be screened from view. The swimming pool water will be solar heated the same as domestic water.

O. Shower water will be reduced by 75% (see Water Study) thus reducing the use of natural gas for that purpose.

P. Laundry water will be reused thus reducing the use of natural gas by 25% for that purpose.

Q. Rejected heat from the main hotel building air conditioning system (cooling tower) will be recaptured by means of coils in the discharge stream and stored for space heating or domestic water heating.

R. The applicant should consider heating and cooling the rooms with hot and cold water to a fan coil in each room. If the rooms are air conditioned, the use will be limited by the use of telemetry. This is a system where the unit is shut-off by means of a FM signal to that room when the guest checks out thus limiting the use of energy.

S. The heating and cooling system of the main hotel and conference building will be micro-processor controlled to minimize the use of energy. Such as: monitor outside air temperature and use it to reduce the cooling demands, optimal start-up control to pre-heat or pre-cool a room before occupancy to keep the demand down on the power system (it takes more energy to heat or cool a space after the load has build-up), and load shedding to take a unit out of service when the power demand reaches a high level.

T. The floor of the outside Plaza will be designed as a heat sink and will radiate heat into the evening hours, thus eliminating any need for supplemental heat.

U. The developer will prepare a program to encourage the hotel guests, visitors, and employees to conserve energy.

Final plans for energy conservation shall be reviewed and approved by the City's Energy Conservation Committee prior to the release of building permits. Their report and analysis shall be forwarded to the Land Use Controls Division for incorporation into the project as built.

17. The owner shall waive the right to protest the formation of any public improvement district.

18. The owner and/or hotel manager shall submit to the Community Development Department for approval prior to the issuance of the Certificate of Occupancy an employee recruitment program which shall delineate all methods to be used in attempting to employ and train persons from the Santa Barbara area in order to mitigate the potential for adverse housing impacts. The applicant shall comply with the approved program.

19. The project shall be limited to 400 full-time equivalent employees.

Appendix B: Parking Agreement Between Red Lion Resort and Park Plaza Hotel

PROVISIONS OF THE RED LION'S AGREEMENT WITH FESS PARKER RELATING TO PARKING FOR THE WATERFRONT HOTEL PROJECT

A. Parking.

(i) The Venturers hereby authorize the Joint Venture to enter into an agreement with Park Plaza, or its designee, as hotel developer of the Western Property, granting an easement for parking purposes for the use by the Parker Development of 100 surface parking spaces at or near the Western End of the existing Hotel parking lot. Such easement shall be exclusive, subject to the right of the Joint Venture to use up to 50 spaces for special events upon 30 days prior notice to the Parker Development. The Parker Development shall also have the right to use an additional 50 spaces for its special events upon 30 days' prior notice to the Hotel. Such easement shall arise upon the opening of the hotel to the public, provided that if such operations are not commenced within 14 years of the date of this Amendment, such easement shall expire.

(ii) The easement granted to the Parker Development will cover a designated section of the existing parking lot and may be used solely to provide valet parking for guests of, and parking for employees of, the Parker Development. The Parker Development will bear all costs associated with any necessary restriping, resurfacing or barriers to entry and maintenance and, if applicable, security for the designated area. The Parker Development shall bear all responsibility and shall hold the Joint Venture harmless from all claims, costs and expenses, including attorneys' fees and costs, relating to the use of the designated parking area by employees, agents, invitees or permittees of the Parker Development.

(iii) The Venturers understand that it is a condition to the governmental permitting for the Parker Development that any agreement relating to use of parking on the Hotel property by the Parker Development must be evidenced by a writing to which the City of Santa Barbara is a party. Upon execution of this Amendment, the Joint Venture will work with the Parker Development and the City of Santa Barbara to prepare a definitive agreement on the terms set forth above. Acceptance of such definitive agreement (which shall be on the terms set forth above) by all parties shall be completed prior to issuance of the Certificate of Occupancy for the hotel. Each party to the agreement will pay its own expenses in connection with the preparation of such agreement.

Appendix C: Traffic Study

(Omni-Means, Inc.)

SANTA BARBARA RED LION HOTEL CONFERENCE/EVENTS
TRANSPORTATION SETTING

EXISTING CONDITIONS

1. Street Network

The project site is located on the north side of East Cabrillo Boulevard between Salsipuedes Street and Milpas Street in the City of Santa Barbara. Local access is provided by a grid network of streets which generally extend in a northeast/northwest direction from the waterfront. Streets that provide access into and around the project site include Highway 101, Cabrillo Street, State Street, Santa Barbara Street, Milpas Street, Calle Puerto Vallarta Street, Indio Muerto Street, and Yanonali Street (see Figure 1 for project vicinity). A brief description of each roadway follows:

Highway 101 provides regional access throughout the Santa Barbara area. Improvements have been completed through the central area between Castillo Street and Milpas Street which eliminated previous at-grade cross-street intersections. Administered by the California State Department of Transportation (Caltrans), Highway 101 consists of three travel lanes in each direction west and north of the Milpas Street interchange/bridge, narrowing to two travel lanes in each direction east and south of Milpas Street. Highway 101 provides indirect access to the project site via interchanges at Garden Street and Milpas Street.

Cabrillo Boulevard is a four-lane arterial street extending from Castillo Street easterly along the City's central waterfront area. Cabrillo Boulevard is the only through route serving the waterfront. West of Castillo Street, Cabrillo Boulevard becomes Shoreline Drive. To the east, Cabrillo Boulevard intersects Highway 101 at a freeway interchange, then extends further east becoming Coast Village Road. Cabrillo Boulevard provides access to the project site from the intersecting streets of Salsipuedes Street and Calle Puerto Vallarta. Key intersections are located at Castillo Street, State Street, Santa Barbara Street, Salsipuedes Street, Ninos Drive, and the Highway 101 southbound ramps-northbound off-ramp.

State Street is a primary arterial street which extends inland from Cabrillo Boulevard through the downtown area. State Street consists of two lanes through the downtown core area and widens to four lanes as it continues inland. At the State Street/Cabrillo Boulevard intersection, the Stearns Wharf pier extends south from the terminus of State Street creating a four-leg-approach intersection.

Santa Barbara Street is a through route which extends northwesterly from Cabrillo Boulevard into the downtown area. At the Santa Barbara/Cabrillo intersection, a public parking lot extends south from

the terminus of Santa Barbara Street, creating a four-leg-approach intersection. When the Garden Street extension is completed in Spring 1997, Santa Barbara Street will dead end north of the railroad tracks.

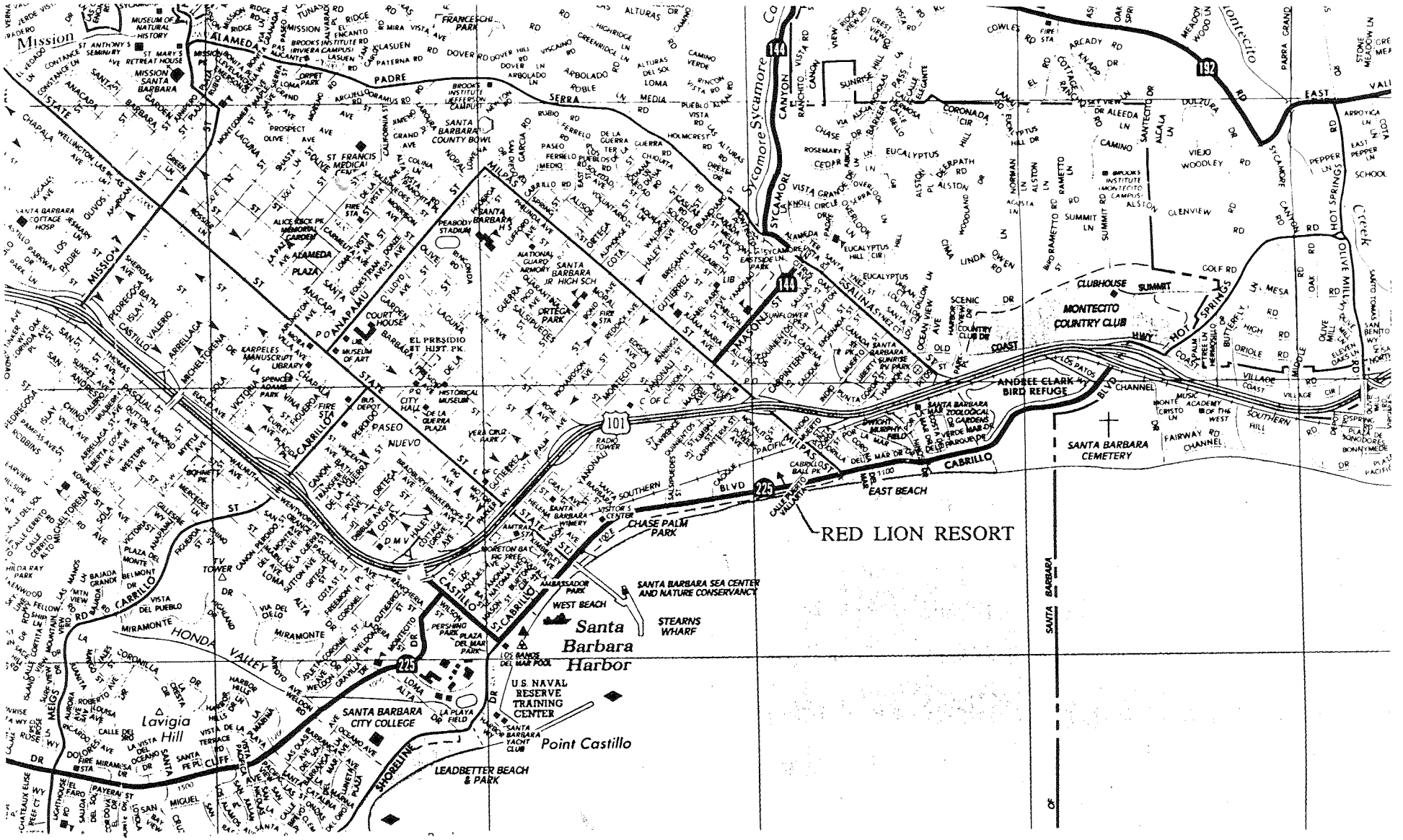
Salsipuedes Street consists of two segments on opposite side of the Southern Pacific railroad tracks through the waterfront area. North of the tracks, Salsipuedes Street extends underneath Highway 101 and through the downtown paralleling other through streets such as Milpas Street and State Street. South of the railroad tracks, Salsipuedes Street extends south a short distance to Cabrillo Boulevard where it terminates. This section is currently a two lane road which provides direct access to the western driveway of the Red Lion Hotel. Extension of Salsipuedes Street across the railroad tracks is expected to be completed by Spring 1997.

Milpas Street is an arterial street extending northwest from Cabrillo Boulevard and is a primary through route from the easterly area of the waterfront through the central area of the City. Milpas Street has four travel lanes for most length, with the exception of a two-lane section between Cabrillo Boulevard and Highway 101. Key intersections are located at Highway 101 northbound ramps-Carpinteria Street, Highway 101 southbound off-ramp, Highway 101 southbound on-ramp-Indio Muerto Street, Calle Puerto Vallarta Street, and Cabrillo Boulevard.

Calle Puerto Vallarta Street extends northeasterly from Cabrillo Boulevard across Milpas Street toward Highway 101. Two key intersections are located at Cabrillo Boulevard and Milpas Street. This section is currently a two lane road which provides direct access to the eastern driveway of the Red Lion Hotel.

Indio Muerto Street is a two-lane roadway extending east from Milpas Street and serves as the southbound Highway 101 on-ramp from Milpas Street.

Garden Street is located one block east of Santa Barbara Street and parallels this roadway through the downtown area. As part of the completed freeway improvements, Garden Street was extended to Yanonali Street and freeway access was provided at a grade-separated interchange with Highway 101. Access to Cabrillo Boulevard and the waterfront area from Garden Street is provided by Santa Barbara Street, which extends from Yanonali to Cabrillo Boulevard. No bike lanes are provided on this street in the Waterfront area. Extension of Garden Street to Cabrillo Boulevard is expected to be completed in 1997. Garden Street will intersect Cabrillo Boulevard at the same location as Santa Barbara Street does now. At that time, Santa Barbara Street will be terminated north of the railroad tracks.



Site Location Map

omni•means

figure 1

2. Study Intersections and LOS Concepts

Existing traffic conditions were determined to establish a base for assessing project and cumulative traffic impacts. In order to determine peak hour operating conditions on streets in the project vicinity, both weekday and weekend peak hour turning movement counts were obtained for thirteen key intersections within the project site vicinity.[1] The peak periods were established as Friday evening between 4:15-6:00 p.m. and Sunday afternoon between 1:00-3:00 p.m.. While these time periods represent very different trip purposes and travel patterns, each period reflects heavy traffic flows. It is noted that the Sunday counts were conducted during the summer season and therefore represent absolute peak weekend conditions in the waterfront area. During off-peak weekends, traffic volumes in the waterfront area would be lower. Similarly, the Friday evening peak hour is the highest volume that would be expected during the weekdays. These comparisons suggest that the time periods used in this traffic analysis provide conservative assessments of existing and projected traffic flow conditions.

The peak hour turning movement counts were conducted at the following intersections:

1. Castillo Street/Cabrillo Boulevard
2. Cabrillo Boulevard/State Street
3. Cabrillo Boulevard/Santa Barbara Street
4. Cabrillo Boulevard/Salsipuedes Street
5. Cabrillo Boulevard/Calle Puerto Vallarta Street
6. Cabrillo Boulevard/Milpas Street
7. Milpas Street/Calle Puerto Vallarta Street
8. Cabrillo Boulevard/Highway 101 Southbound Ramps-Northbound Off-ramp
9. Milpas Street/Highway 101 Northbound Ramps-Carpinteria Street
10. Milpas Street/Highway 101 Southbound Off-ramp
11. Milpas Street/Highway 101 Southbound On-ramp-Indio Muerto Street
12. Garden Street/Highway 101 Northbound Ramps
13. Garden Street/Highway 101 Southbound Ramps

Level-of-service (LOS) is the primary indicator for traffic operation performance at intersections. At a signalized intersection, LOS is determined by calculating the volume of conflicting traffic movements at an intersection during one hour and dividing that total by the capacity designed to accommodate those

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[1]Associated Traffic Engineers, Traffic counts conducted August 16-23, 1989, Santa Barbara, California.

turning movements. The resulting calculations are expressed by average delay and LOS ratings which range from LOS "A" to "F". The range describes increasing traffic demand, delays, and deterioration of services (see Appendix).

LOS "A" represents free-flow conditions with little or no delay (zero to five seconds) at signalized intersections. LOS "E" characterizes extremely unstable flow conditions with volumes at or near the designed capacity. Vehicles are likely to experience major delays (40 to 60 seconds) crossing an intersection. Minor incidents may lead to forced flow conditions (LOS "F") with operating volume substantially below capacity. This results in long queues backing up from all approaches to intersections.

The LOS methodology generally provides an accurate measure of intersection performance, although other factors may affect or constrain the actual intersection performance. One factor associated with some of the waterfront intersections is pedestrian traffic. If considerable pedestrian activity exists, then vehicle flow capacity through the intersection may decrease. The reduced capacity occurs when pedestrian activity in a crosswalk to the intersection adversely affects the vehicular right-turn movement. In order to account for the potential effect of pedestrian activity on an intersection's operation, pedestrian volumes were recorded and, using published factors by the Transportation Research Board,[2] right-turn volumes were adjusted to reflect the delays encountered in turning across the pedestrian flows.

At intersections where all approaches are stop-sign controlled (four-way or three-way stops), the LOS definitions reflect overall delays similar to those described for signalized locations. However, if volumes are substantially "unbalanced" between the intersection legs, vehicles on the highest volume approach would experience disproportionate delays.

3. City of Santa Barbara Standards for Intersection LOS

As outlined in the City's 1988 Circulation Element, it is the goal that signalized intersections not exceed LOS "C" (V/C=0.80) at most locations and LOS "D" (V/C=0.90) at Caltrans intersections. However, for the purposes of a traffic impact assessment, LOS "C" (V/C=0.77) is the "threshold" against which project impacts are measured. If a project causes an intersection V/C to exceed 0.77 or if a project adds 0.01 to an intersection already exceeding 0.77, the project's traffic impact could be significant.

Thresholds for study intersections are intended to be applied to peak hour traffic on a daily basis. For the proposed Red Lion Resort, part of their request includes removal of City imposed limits on non-hotel guests for up to six special events. It is not clear whether the City's LOS thresholds for

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[2]Transportation Research Board, Circular 212, January, 1980.

intersection performance would be applicable to these special events.

In addition to City standards for intersection LOS, the following study intersections are also included in the Santa Barbara County Congestion Management Program:

- Milpas/101 NB /Carpinteria
- Milpas/101 SB off-ramp
- Garden/101 NB
- Garden/101 SB
- Cabrillo/Milpas
- Cabrillo/State
- Castillo/Cabrillo

4. Existing Traffic Flow Conditions

Signalized study intersections have been analyzed using the Transportation Research Board (TRB) Circular 212 Critical Movement Analysis. This analysis incorporates the effects of intersection lane geometry and signal phasing to determine an overall intersections capacity and resulting volume/capacity (v/c) ratio. All-way-stop controlled intersections were analyzed using the TRB Circular 373 , AWSC-ALL, Version 1.1. From peak period counts, intersection peak hours were determined. Existing peak hour intersection LOS have been calculated and are shown in Table 1. Existing intersection turning movement volumes for the Friday and Sunday peak hours have been shown in Figures 2 and 3. It is noted that due to different counting days, existing traffic volumes may not balance completely at adjacent study intersections.

As shown in Table 1, three of the project study intersections are experiencing congestion during the Friday or Sunday peak hours. The unsignalized intersection of Cabrillo/101 is currently operating at LOS F during both the Friday and Sunday peak hours. All approaches to this intersection experience significant congestion during the peak hours due to relatively high volumes (over 700 vehicles for the eastbound approach). The signalized intersection of Milpas/101 NB/Carpinteria operates at LOS D (0.85) during the Friday peak hour. This intersection is affected by heavy volumes on Milpas Street and the basic inefficiency of a five-legged intersection operation. In addition, the Milpas/101 SB off-ramp intersection experiences congestion due to congested through-traffic on Milpas Street. Although calculated to operate at LOS A (0.48) during the Friday peak hour, the left-turn from the off-ramp backs up due to through-traffic not clearing on Milpas Street.

All remaining project study intersections are operating at LOS C (0.77) or better during the Friday and Sunday peak hours.

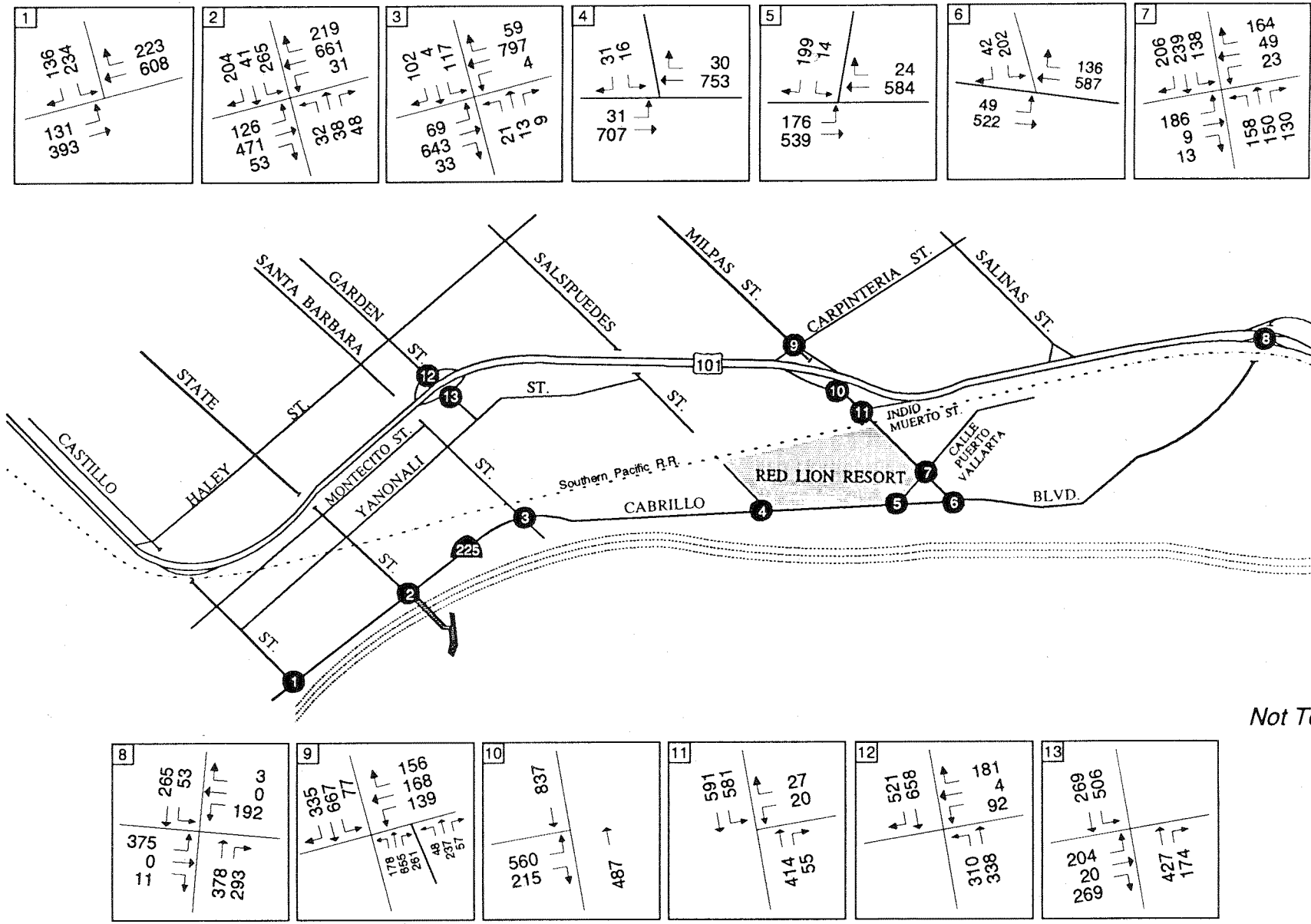
TABLE 1
EXISTING PEAK HOUR INTERSECTION OPERATING CONDITIONS LEVEL-OF-SERVICE AND VOLUME/CAPACITY (V/C) RATIO

Intersection	Control Device	Existing Friday LOS	Existing Sunday LOS
1. Castillo/Cabrillo	S	A 0.55	B 0.60
2. Cabrillo/State	S	B 0.61	C 0.71
3. Cabrillo/Santa Barbara	S	A 0.42	B 0.62
4. Cabrillo/Salsipuedes	S	A 0.31	A 0.50
5. Cabrillo/Puerto Vallarta	S	A 0.43	B 0.64
6. Cabrillo/Milpas	S	A 0.43	A 0.53
7. Milpas/Puerto Vallarta	S	A 0.54	A 0.52
8. Cabrillo/101	U	**F N.A.**	**F N.A.**
9. Milpas/101 NB/Carpinteria	S	**D 0.85**	B 0.69
10. Milpas/101 SB Off-ramp	S	**A 0.48***	A 0.38
11. Milpas/101 SB On/Indio Muerto	S	C 0.77	B 0.63
12. Garden/101 NB	S	A 0.58	A 0.31
13. Garden/101 SB	S	B 0.68	A 0.40

Control Device: S = Signalized, U = Unsignalized, N.A. = Not Applicable; Unsignalized intersection does not yield a v/c ratio.

*With the Milpas/101 SB intersection comprising one of the three intersections of the Milpas/101 interchange, it is impacted by the operation of other intersections within the interchange area. Specifically, vehicle congestion at Milpas/101 NB-Carpinteria intersection causes vehicles to queue back (westerly) through the Milpas/101 SB off-ramp intersection. During these times, this intersection operates in the LOS E-F range.

Source: Interface Planning and Counseling Associates, Waterfront Park, Hotel, and Youth Hostel EIR, City of Santa Barbara, 1993. (LOS calculations on file with the City of Santa Barbara).

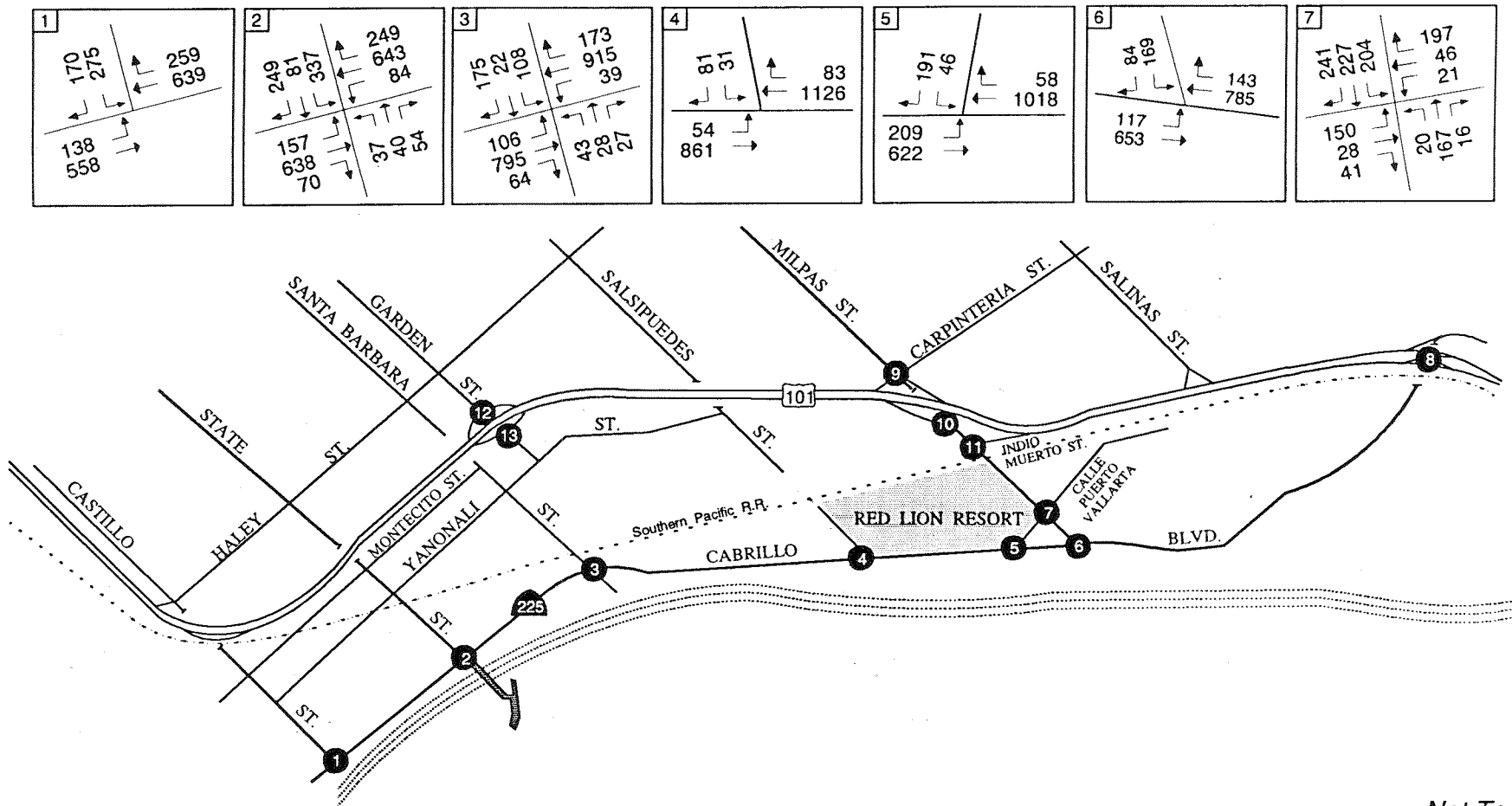


Not To Scale

Existing Volumes
Friday P.M. Peak Hour

omni•means

figure 2



Not To Scale

Existing Volumes
Sunday P.M. Peak Hour

omni•means

figure 3

5. Signal Warrants

A peak hour signal warrant analysis was conducted for the unsignalized intersection of Cabrillo/Highway 101 ramps intersection. The peak hour signal warrant refers to the minimum traffic volume thresholds identified by Caltrans.[3] When an intersection's peak hour volumes exceed the minimum thresholds, , a traffic signal could be warranted. Intersections which qualify for signalization under the peak hour criteria would require further analyses of accident history, proximity of other intersections/driveways and potential volume increases. All of these factors should be examined before a signal ia actually installed. Based upon the peak hour conditions, current volumes at the Cabrillo/Highway 101 ramps substantially exceed the minimum volume levels for signal warrants.

CUMULATIVE BASELINE CONDITIONS

1. Methodology

A cumulative traffic baseline (without the proposed project) has been established to determine the future impacts of projects within the City of Santa Barbara. These projects have either been approved, are pending, or have been issued building permits. In addition to these cumulative baseline projects, the following three future street circulation improvements have been assumed as part of the cumulative baseline analysis:

- A cul-de-sac on Chapala Street at Mission Creek (scheduled for completion Summer 1997);
- An extension of Garden Street south to Cabrillo (at Santa Barbara Street) with the realignment of Santa Barbara Street (scheduled for completion Fall, 1997); and,
- An extension of Salsipuedes Street north across the Southern Pacific Railroad tracks completing the roadway between Cabrillo Boulevard and Quinientos Street (scheduled for completion Summer, 1997).

Using a previous transportation study conducted for the Waterfront Park, Hotel, and Youth Hostel EIR,

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[3]U.S. Department of Transportation, Federal Highway Administration, Manual on Uniform Traffic Control Devices, Revision No. 4, March 1986.

cumulative baseline traffic volumes were derived for the Friday and Sunday peak hours.[4] The volumes have been adjusted based on a new cumulative project list supplied by Santa Barbara City Planning staff.

Specific cumulative projects the have expired have been deleted from the cumulative project list and projects proposed since the preparation of the original Waterfront Park EIR analysis have been added.[5] (Please see Appendices for Updated Cumulative Project List).

After adjusting cumulative trip generation and distribution for the updated cumulative list, cumulative baseline traffic operations have been calculated for the 13 project study intersections and are shown in Table 2. Cumulative baseline traffic volumes (without the proposed project) for the Friday and Sunday peak hours have been shown in Figures 4 and 5. With the proposed Salsipuedes and Garden Street extensions existing and future volumes would be re-distributed. As a result, peak hour volumes would be substantially different from existing turning movement volumes and would not be comparable at specific intersection locations.

2. Effects of Cumulative Baseline Volumes on Street Network Without Project

As shown in Table 2, with cumulative baseline volumes (but without the project), two more study locations would fall below the City's minimum LOS thresholds. The Cabrillo/Santa Barbara intersection would be operating at LOS C (0.78) during the Sunday peak hour. In addition, the intersection of Garden/101 SB ramps would be operating at LOS C (0.79) during the Friday peak hour. As with existing conditions, the three intersections of Cabrillo/101, Milpas/101 NB/Carpinteria, and Milpas/101 SB ramp intersections would continue to operate below City thresholds.

It is noted that study intersection operation along Milpas Street would improve slightly with cumulative baseline conditions due to the future extensions of Salsipuedes Street and Garden Street. Based on the previous Waterfront Park EIR analysis, approximately 300 vehicle trips would be diverted from Milpas Street and disperse to Salsipuedes and Garden Streets, respectively.

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[4]Interface Planning and Counseling Corporation, Waterfront Park, Hotel, and Youth Hostel EIR, City of Santa Barbara, 1993.

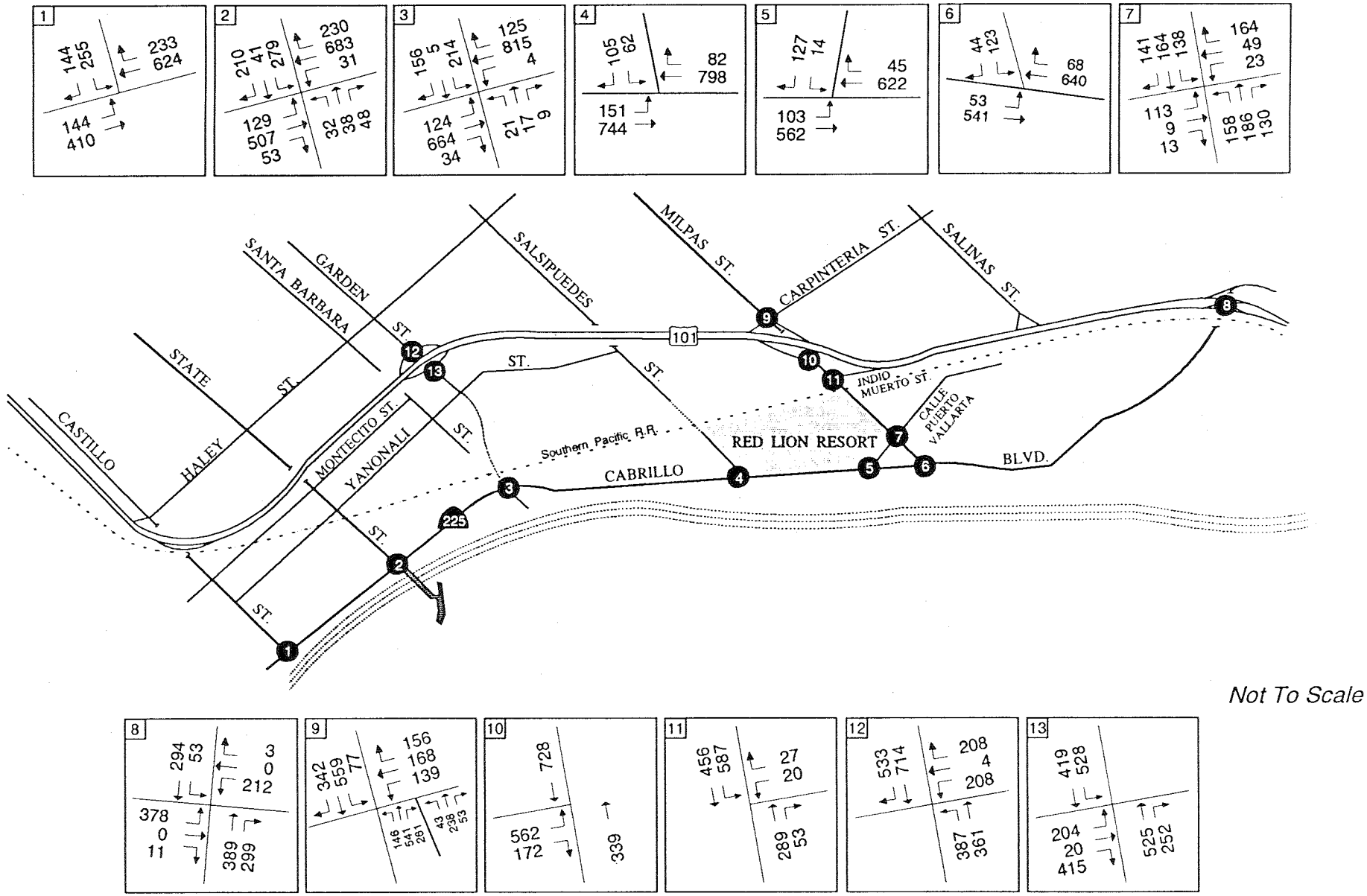
[5]Jan Hubbell, Project Planner, City of Santa Barbara, Correspondence to George Nickelson, "Red Lion Resort Conditions Changes EIR", February 21, 1996.

TABLE 2
EXISTING AND CUMULATIVE BASELINE PEAK HOUR INTERSECTION OPERATING CONDITIONS LEVEL-OF-SERVICE AND VOLUME/CAPACITY (V/C) RATIO

Intersection	CD	Existing		Cumulative Base	
		Friday LOS	Sunday LOS	Friday LOS	Sunday LOS
1. Castillo/Cabrillo	S	A 0.55	B 0.60	A 0.58	B 0.63
2. Cabrillo/State	S	B 0.61	C 0.71	A 0.63	A 0.74
3. Cabrillo/Santa Barbara	S	A 0.42	B 0.62	A 0.56	**C 0.78**
4. Cabrillo/Salsipuedes	S	A 0.31	A 0.50	A 0.47	B 0.67
5. Cabrillo/Puerto Vallarta	S	A 0.43	B 0.64	A 0.37	A 0.57
6. Cabrillo/Milpas	S	A 0.43	A 0.53	A 0.37	A 0.47
7. Milpas/Puerto Vallarta	S	A 0.54	A 0.52	A 0.52	A 0.46
8. Cabrillo/101	U	**F N.A.**	**F N.A.**	**F N.A.**	**F N.A.**
9. Milpas/101 NB/Carpinteria	S	**D 0.85**	B 0.69	**C 0.78**	A 0.64
10. Milpas/101 SB Off-ramp	S	**A 0.48***	A 0.38	**A 0.45***	A 0.35
11. Milpas/101 SB On/Indio Muerto	S	C 0.77	B 0.63	B 0.68	A 0.57
12. Garden/101 NB	S	A 0.58	A 0.31	C 0.71	A 0.57
13. Garden/101 SB	S	B 0.68	A 0.40	**C 0.79**	A 0.59

Control Device: S = Signalized, U = Unsignalized, N.A. = Not Applicable; Unsignalized intersection does not yield a v/c ratio.

*With the Milpas/101 SB intersection comprising one of the three intersections of the Milpas/101 interchange, it is impacted by the operation of other intersections within the interchange area. Specifically, vehicle congestion at Milpas/101 NB-Carpinteria intersection causes vehicles to queue back (westerly) through the Milpas/101 SB off-ramp intersection. During these times, this intersection operates in the LOS E-F range.

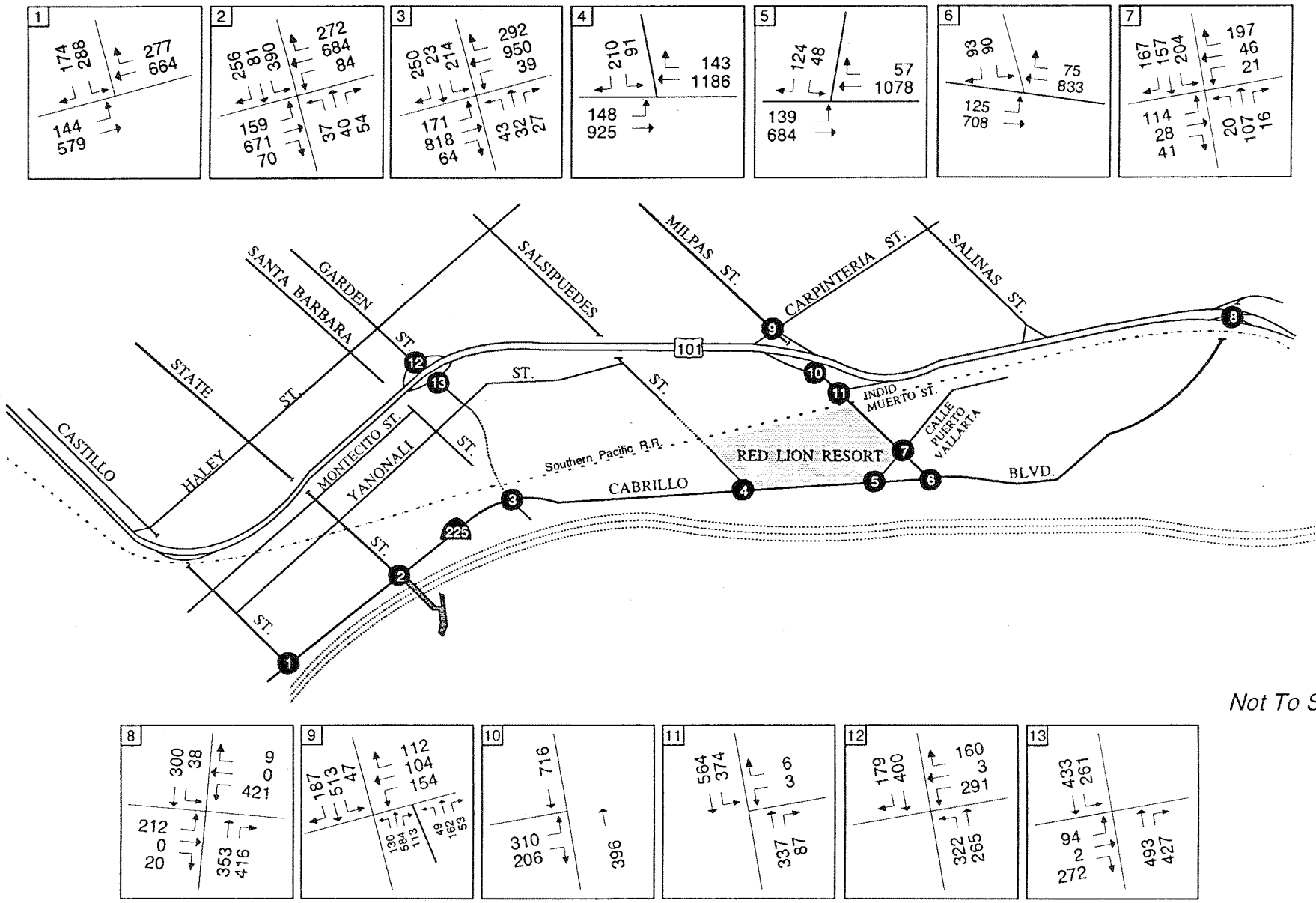


Not To Scale

Cumulative Base Volumes
Friday P.M. Peak Hour

omni•means

figure 4



Not To Scale

Cumulative Base Volumes
Sunday P.M. Peak Hour

omni•means

figure 5

PROJECT IMPACT ANALYSIS

1. Project Description/Data Search

The Red Lion Resort Hotel has requested the City of Santa Barbara to modify specific approval conditions related to local uses of the events/conference center. The existing and proposed conditions relative to local events are as follows:

(a) • a conference/event with a total of 1,000 conference attendees (including a maximum of 500 non-hotel attendees) and restrictions on peak period arrivals or departures; and,

(b) • a conference/event with no limit on attendance (including a maximum of 1,200 non-hotel attendees) and no restrictions on peak period arrivals or departures

Scenario (a), with attendance limitations and restrictions on peak period arrivals and departures represents current conditions and would not be generating any additional traffic during the Friday or Sunday peak hours.

Scenario (b) would have the potential to impact both the Friday and Sunday peak hours. For the purposes of analyzing this scenario, representatives were contacted at the Red Lion Hotel for any information on conference attendance, attendance times, and likely distribution patterns.[6] In addition, information was also provided for existing TDM measures and their effectiveness as well as parking and driveway count information.

The Red Lion Resort has also requested that for up to six "special events" annually, the number of local participants would not be limited. This request would, however have some restrictions: First, four of the events would require that a parking plan be submitted to the City and the approval of the City's Community Development Director. At only two annual events would a parking plan not be required. The maximum number of local participants would theoretically reflect the legal occupancies (as per Fire Codes) for the various meeting rooms. However, the most likely intensive use of the spaces would be for receptions. The maximum number of reception participants would be 2,872 persons. The potential effects of an event of this magnitude are discussed separately at the end of this Impact section.

2. Project Trip Generation/Distribution

To establish the trip generation for the proposed project specific assumptions were made regarding hotel

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[6]Tim Bridwell, General Manager, Fess Parker's Red Lion Resort, Correspondence to Jan Hubbell (City of Santa Barbara) on March 22, 1996.

guests and auto occupancy and departure times. First, existing traffic count data conducted for this study was collected during peak Fridays and Sundays in August 1992. During this time, the Red Lion Resort was essentially 100 percent occupied (96-100%) and intersection counts would include those trips generated by the Resort. On the count days the Resort's local event activity was minimal and the existing volumes reflect this minimal level of activity.

In addition, it was assumed that all 1,200 non-hotel guests that would attend the conference/event would drive. An auto occupancy rate of 2.0 persons per vehicle has been assumed based on observed counts conducted during other conference events at the Resort as well as general field observations by Red Lion Resort staff.[7] [8] Based on parking statistics for meetings/conventions, about 25 percent of attendees would leave before or after the peak hour.[8]

As shown in Table 3, the proposed project would generate 450 peak hour trips during a Friday and Sunday peak hour. All project trips would be outbound during the peak hours.

Vehicle trip distribution for the proposed project has been based on information developed for the Waterfront Park, Hotel, and Youth Hostel EIR. In this analysis, distribution percentages were established for the proposed Hotel and the percentages would be applicable to Red Lion Resort guests attending the conference/event. This established distribution was also reviewed and adjusted by City Transportation staff to account for local access to/from the Resort.[9] As part of the project trip distribution, both the planned Salsipuedes and Garden Street extensions were assumed to be completed. Consideration was also given to freeway access to/from Highway 101 and the proportion of project trips that would use the easterly (main) driveway and west driveway.

As shown in Table 4, 43 percent of the project traffic would be to/from the north on Highway 101, 16 percent would be to/from the south on Highway 101, 6 percent would be to/from State Street, 12 percent would be to/from Garden Street, 11 percent would be divided between Milpas Street and Salsipuedes Street, 3 percent would be to/from Hot Springs, and 9 percent of the project trips would be to/from Cabrillo Avenue (west of State Street). Project trips have been added to Friday and Sunday cumulative baseline volumes and are shown in Figures 6 and 7. Vehicle trip distribution (shown graphically) with project trips only are shown in Figure 8.

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[7]Auto occupancy counts by Omni-Means at the Santa Barbara Red Lion Resort on (future date to confirm).

[8]The ENO Foundation (Weant & Levison), Parking, 1990.

[9]Rob Dayton, Traffic Engineer, City of Santa Barbara, Personal communication on March 14, 1996.

TABLE 3
RED LION CONFERENCE/EVENT TRIP GENERATION

FRIDAY AND SUNDAY PEAK HOURS:

1,200 local conference/event participants x 100% auto use / 2.0 person per auto x 75% in peak hour = 450 outbound gross peak hour trips

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Notes:

1,200 local conference participants would be non-hotel guests;

Auto occupancy rate based on general field observations at the Red Lion Resort during actual conference/events;

Peak hour project trips reflect 25 percent of participants leaving the event earlier or later than the peak hour.

TABLE 4
LOCAL PARTICIPANT TRIP DISTRIBUTION

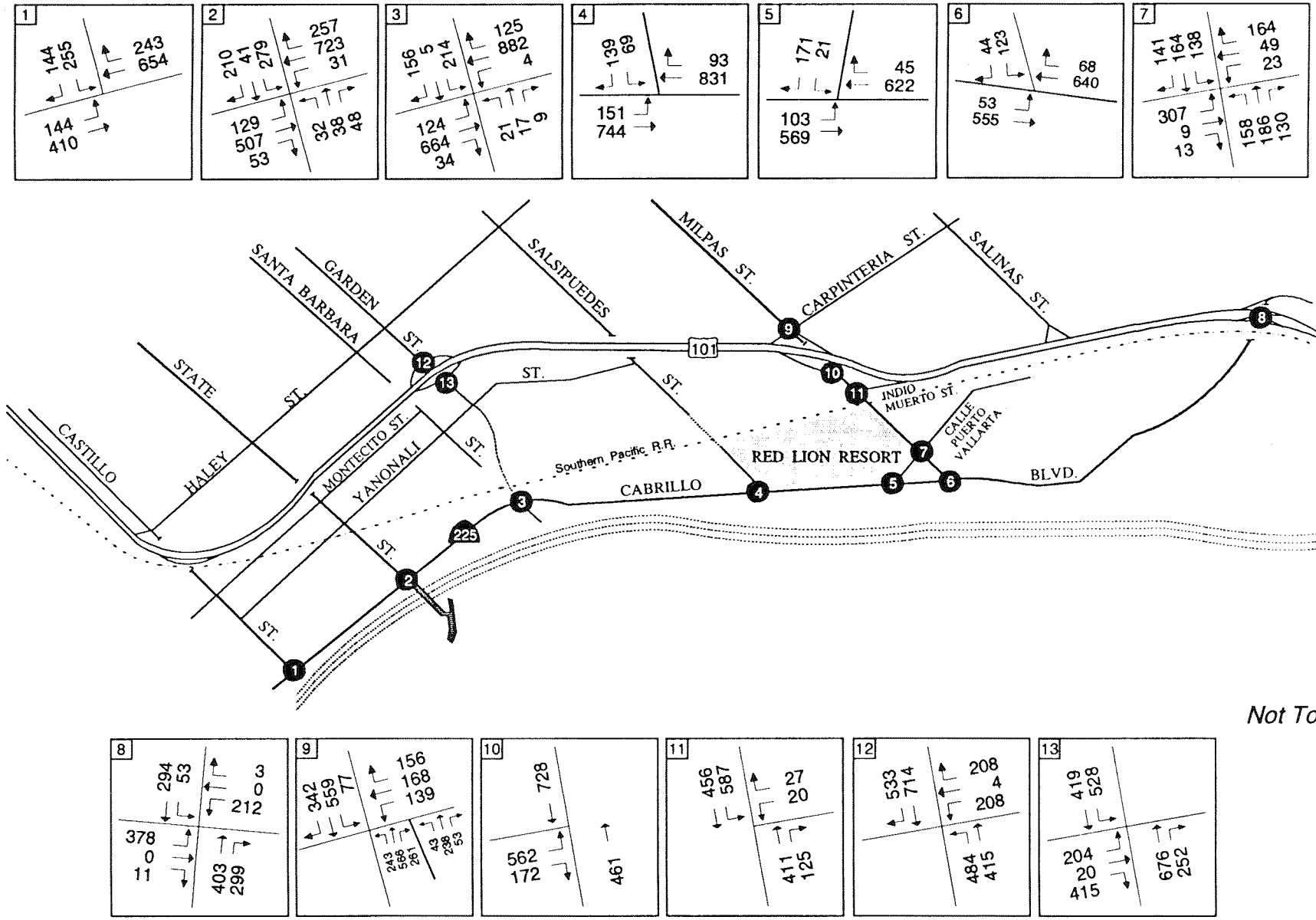
Street	Percentage	Street	Percentage
U.S. 101 North	43%	Milpas/Salsipuedes	11%
U.S. 101 South	16%	Hot Springs	3%
State Street	6%	Cabrillo w/o State	9%
Garden Street	12%	**TOTAL**	**100%**

TABLE 5
CUMULATIVE BASELINE VERSES CUMULATIVE BASELINE WITH PROJECT PEAK HOUR INTERSECTION OPERATING CONDITIONS LEVEL-OF-SERVICE AND VOLUME/CAPACITY (V/C) RATIO

Intersection	CD	Cmltv. Base		Cmltv. Base + Project	
		Friday LOS	Sunday LOS	Friday LOS	Sunday LOS
1. Castillo/Cabrillo	S	A 0.58	B 0.63	A 0.59	B 0.65
2. Cabrillo/State	S	B 0.63	C 0.74	A 0.66	A 0.76
3. Cabrillo/Santa Barbara	S	A 0.56	**C 0.77**	A 0.58	**C 0.79**
4. Cabrillo/Salsipuedes	S	A 0.47	A 0.67	A 0.50	C 0.73
5. Cabrillo/Puerto Vallarta	S	A 0.37	B 0.57	A 0.39	A 0.58
6. Cabrillo/Milpas	S	A 0.37	A 0.47	A 0.37	A 0.47
7. Milpas/Puerto Vallarta	S	A 0.52	A 0.46	B 0.65	A 0.59
8. Cabrillo/101	U	**F N.A.**	**F N.A.**	**F N.A.**	**F N.A.**
9. Milpas/101 NB/Carpinteria	S	**C 0.78**	A 0.64	**D 0.85**	C 0.71
10. Milpas/101 SB Off-ramp	S	**A 0.45***	A 0.35	**A 0.45***	A 0.35
11. Milpas/101 SB On/Indio Muerto	S	B 0.68	A 0.57	**D 0.82**	C 0.70
12. Garden/101 NB	S	C 0.71	A 0.57	**C 0.78**	B 0.64
13. Garden/101 SB	S	**C 0.79**	A 0.59	**D 0.85**	B 0.65

Control Device: S = Signalized, U = Unsignalized, N.A. = Not Applicable; Unsignalized intersection does not yield a v/c ratio.

*With the Milpas/101 SB intersection comprising one of the three intersections of the Milpas/101 interchange, it is impacted by the operation of other intersections within the interchange area. Specifically, vehicle congestion at Milpas/101 NB-Carpinteria intersection causes vehicles to queue back (westerly) through the Milpas/101 SB off-ramp intersection. During these times, this intersection operates in the LOS E-F range.

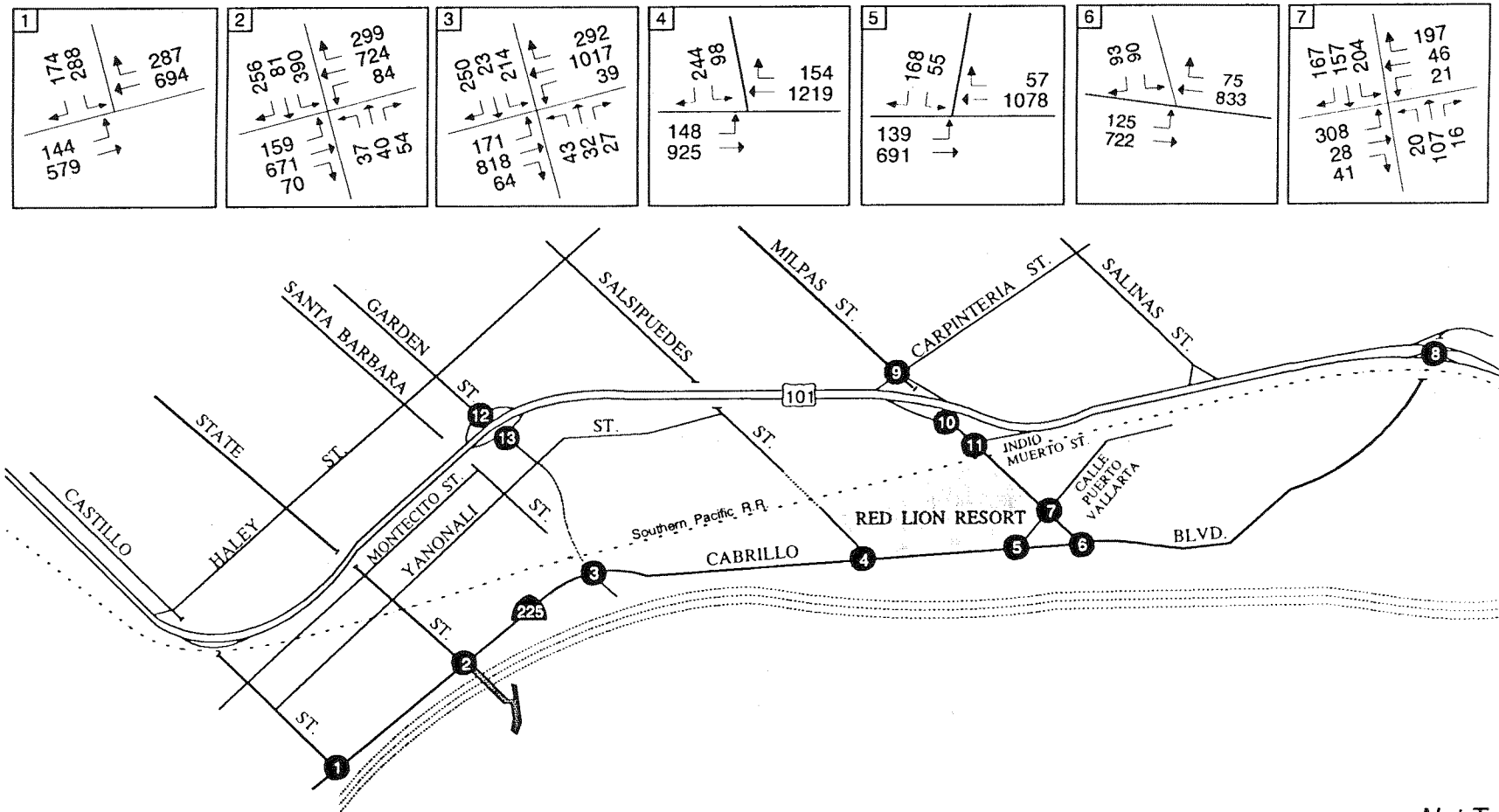


Not To Scale

Cumulative + Project Volumes
Friday P.M. Peak Hour

omni•means

figure 6

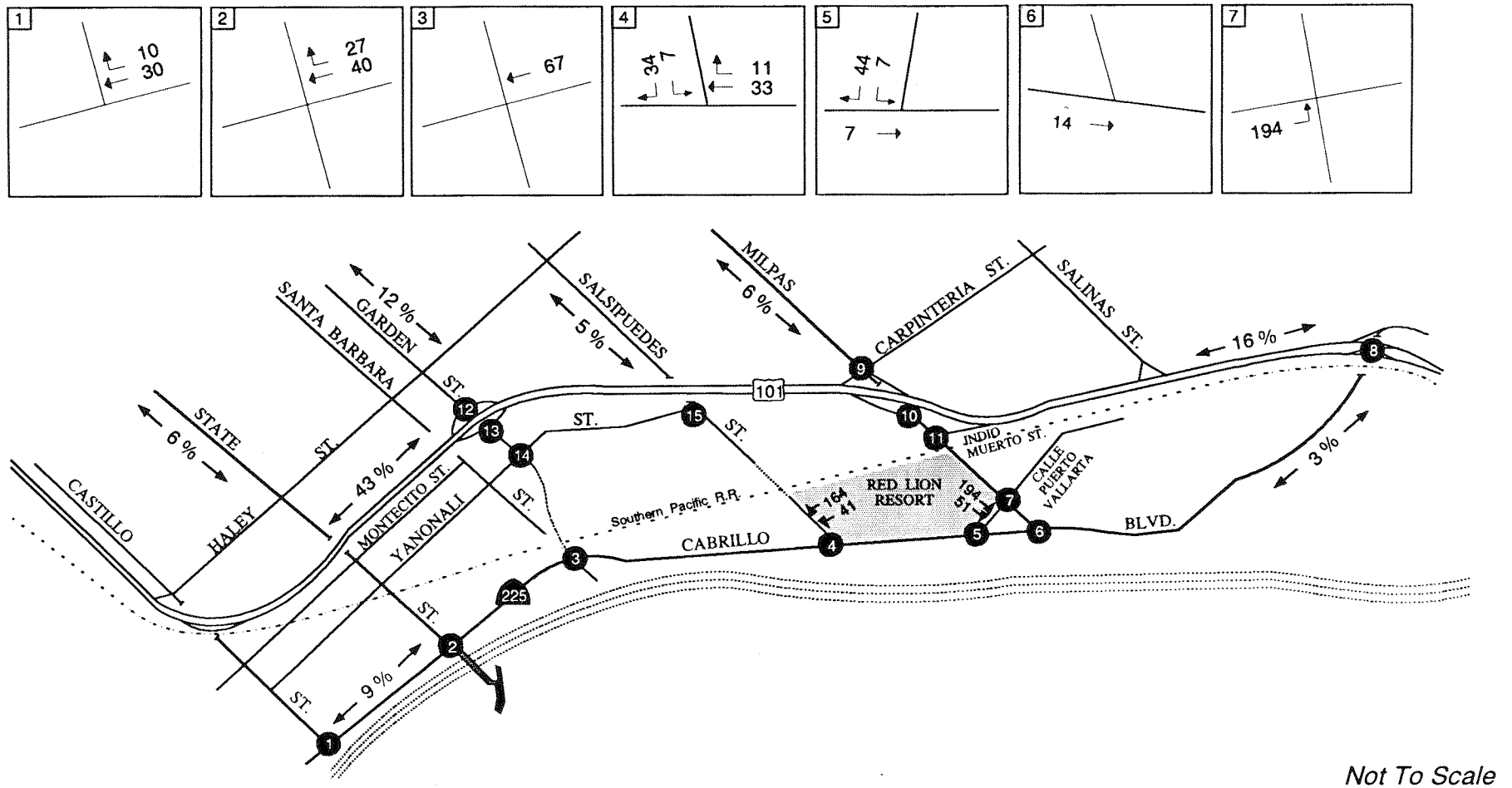


Not To Scale

Cumulative + Project Volumes
Sunday P.M. Peak Hour

omni•means

figure 7



Not To Scale

P.M. Peak Hour Project Trips
(Percentages Indicate Project Trip Distribution)

omni • means

figure 8

With project trips added to cumulative base conditions, intersection LOS have been calculated and are shown in Table 5.

3. Effects of Cumulative Base With Project Traffic on Intersection Operation

As shown in Table 5, the five study intersections of Cabrillo/Santa Barbara, Cabrillo/101, Milpas/101 NB/Carpinteria, Milpas/101 SB Off-ramp, and Garden/101 SB would continue to operate below City thresholds (as with Cumulative Base conditions) with project traffic. In addition, the intersections of Milpas/101 SB On/Indio Muerto would be operating at LOS D (0.82) and the Garden/101 NB ramp intersection would be operating at LOS C (0.78) during the Friday peak hour.

All other project study intersections would be operating within the City's accepted traffic standards.

(T Impact 1):

> **Under this scenario with cumulative baseline plus project traffic, impacts at the Cabrillo/Santa Barbara, Cabrillo/101, Milpas/101 NB/Carpinteria, Milpas/101 SB On-ramp, and Garden/101 SB, Milpas/101 SB On/Indio Muerto, and Garden/101 NB intersections would be considered significant.**

4. Project Parking Demand

The peak potential for parking impacts would occur when the hotel is fully occupied and a local conference/event would be scheduled. For the hotel, the maximum parking demand would occur during the late evening hours (after 9:00 PM) when demand by hotel guests and demand by patrons of the restaurant/lounge would be at an absolute peak. Parking demand surveys (at the Red Lion Hotel) were cited in the Waterfront Hotel EIR. These data indicate a potential peak hotel parking demand for 1.28 spaces per occupied room. Using this rate, the Red Lion Hotel would have a peak demand for 461 spaces. It is noted that when hotel occupancy was at least 95% during 1995, the average hotel parking demand at 10:00 PM was 318 spaces. During 1995, the peak evening demand for a fully occupied hotel was 473 spaces and peak evening demand of over 400 spaces was recorded on only 5 occasions during 1995. Given that parking demand for the hotel and restaurant/lounge so seldom exceeds 400 spaces, it has been determined that a "reasonable worst case scenario" for such demand would be 400 spaces. In addition, research by the Institute of Transportation Engineers (ITE) indicates an average parking demand rate of 1.2 spaces per occupied room and this would be within 10 percent of the observed parking demand at the Red Lion Resort.

As these comparisons suggest, the combination of a full hotel and a fully utilized restaurant/lounge area is infrequent. Extensive parking surveys/operating statistics for 1989-91 were summarized in a 1992

report.[10] These statistics show an average demand of 1.13 spaces per room when local events are occurring. Thus, the use of a peak rate of 1.28 spaces per room provides a very conservative assessment of the basic hotel parking demand.

If a local event/conference were scheduled for the evening, the parking demand by the local participants would be added to the hotel demand. If a 1,200 person local event were scheduled during the evening, the local participants' parking demand would overlap with the basic hotel demand. Using the 2.0 auto occupancy factor, the local event participants would have a peak demand for 600 spaces. This 600 space demand, together with the peak potential demand for 400 spaces for the hotel and restaurant/lounge, would result in a combined peak demand for 1,000 spaces. However, as noted above, the peak demand for the hotel and restaurant/lounge would likely be 318 spaces and the combined demand would be 918 spaces.

It is noted that there is a possible cumulative parking impact associated with spill-over parking demand from the approved Park Plaza Hotel to be constructed on the west side of Salsipuedes Street. The approval of that Park Plaza Hotel project provided that for special events, the hotel could use up to 100 spaces in the west end of the Red Lion parking lot. While planned use of these spaces would require 30 days notice to the Red Lion Hotel, there would be a potential for scheduled special events to coincide. If special events were coincident, the combined peak potential demand for 1,000 spaces would exceed the on-site capacity by 136 spaces.

(T Impact 2):

> **During those times when the potential peak demand for 1,000 spaces occurs, the hotel's 864 space capacity would be exceeded by 136 vehicles. However, actual Red Lion parking statistics indicate that this potential demand would rarely occur.**

5. Project Site Access and Circulation

As indicated in the parking discussion, the site's westerly driveway will eventually be relocated. This southerly shift of about 60 feet will increase the distance between the Red Lion driveway and the planned Salsipuedes railroad crossing. As presently approved, the relocated Red Lion driveway would not align with the planned driveway for the approved Waterfront Hotel on the west side of Salsipuedes Street. However, an application for revision of the Waterfront Hotel has been submitted which would align both the Red Lion's re-located driveway and vehicle access for the new Waterfront Hotel.

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[10]Associated Transportation Engineers, "Supplemental Parking Plan And Updated TDM Program For Fess Parker's Red Lion Resort," March 30, 1992.

As proposed, the extension of Salsipuedes Street would west over the railroad tracks would not provide access to inbound vehicles wishing to use the relocated westerly driveway. This would be due to a planned raised median along the roadway.

(T Impact 3):

> **The Salsipuedes Street extension would not allow westbound left-turn access (or a left-turn lane) into the Red Lion Resort's re-located westerly driveway and this would be considered a *potentially significant impact.***

With the Salsipuedes extension, the westerly driveway would become an important access for local event participants. Salsipuedes would provide access to the U.S. 101/Garden interchange (via Yanonali) and downtown areas north of U.S. 101. As a result, it will be important that the Salsipuedes median area be designed to allow inbound left-turns at the Red Lion driveway.

The primary issue related to internal circulation is the convenience and clarity of the internal circulation for access from the easterly driveway (this driveway on Calle Puerto Vallarta would continue to serve a majority of Hotel guests and event participants). As the parking lot becomes busier (during a special event), the efficiency of the lot becomes less due aging pavement markings and minimal signage. While the internal circulation is generally satisfactory, there could be some confusion for first-time visitors.

(T Impact 4)

> **With respect to existing access and internal circulation for the Red Lion Resort, existing signing is limited and pavement arrows have faded. As a result, inbound motorists could be confused as to the locations for self-park spaces and valet parking spaces. This impact is considered to be *less than significant.***

6. Potential Traffic/Parking Impacts of "Special Events"

As indicated at the beginning of this Impacts section, the hotel has requested the ability to schedule up to six annual "special events" which would have a likely maximum of 2,872 participants. Using the same assumptions as developed for the 1,200 person event, these special events could have the following traffic and parking implications:

- 2,872 participants x 100% drive / 2.0 persons per vehicle x 75% leaving in peak hour = 1,077 outbound peak hour trips

- 2,872 participants x 100% drive / 2.0 persons per vehicle = 1,436 parking spaces

(T Impact 5):

The traffic from these "special events" could have significant impacts on traffic operations. The 1,077 peak hour outbound trips would probably be dispersed over a larger area (because a special event would require remote parking) but it would be tenuous to predict specific impacts at study intersections. It is likely that impacts would be most pronounced at the freeway access points (U.S. 101/Garden and U.S. 101/Milpas ramps). This would be considered a *potentially significant impact.*

(T Impact 6):

Because the Resort parking lot could not accommodate the demand from such an event, it is assumed that a special event would require a remote parking location with shuttle. Because four of the six annual special events would require a parking plan approved by the City, the parking impacts would presumably be mitigated by the parking plan. The Resort request includes a provision that up to two of the six annual special events could be held without a parking plan. Although it is tenuous to predict the parking impacts for these two events, the impacts could be significant. If the 1,436 space demand is focused in the Resort area, the spillover demand would impact on-street parking and public lots throughout the waterfront area.

MITIGATION

(T Mitigation 1):

With cumulative baseline plus project traffic the intersections of Cabrillo/Garden, Cabrillo/101, Milpas/101 NB/Carpinteria, Milpas/101 SB Off-ramp, Milpas/101 SB On/Indio Muerto, Garden/101 NB and Garden/101 SB would be operating below the City's threshold of LOS C (0.77). In response, the following measures are recommended:

Cabrillo/Garden (with Garden Street Extension): The future design of the Cabrillo/Garden intersection with the Garden Street Extension should include a provision to widen the southbound approach (Garden Street) to include a left-turn lane, a combination through-left lane, and a separate right-turn lane. This would require providing approximately equal storage lengths for both the southbound and northbound (into the parking lot adjacent to the visitors center) left-turn lanes. As part of the overall signal operation, the signal phasing on Garden Street would operate with separate (split) phases for the northbound and southbound approaches. The planned southbound bike lane on Garden Street would also remain with these recommended intersection improvements. With this measure, the study intersection would operate at LOS A (0.54) during the Friday peak hour and LOS C (0.77) during the Sunday peak hour. The proposed project trips would represent 14 percent of the cumulative traffic increase at this location.

Cabrillo/101: A signal should be installed at this location. However, it should be noted that a signal may be an interim measure at this location. Based on a previous study, a planned widening of Highway 101 (over the next five years) would also affect the interchange. It is not clear at this time what portion of the signalization improvements would need to be modified. Discussions with Caltrans indicate they have reviewed the idea of signalization at this location and have no concerns about installing a signal as a temporary measure. The Waterfront Park EIR also recommended a signal be installed at this location to mitigate impacts of the park, hotel, and youth hostel development. However, the Waterfront Hotel may not be completed until the year 2008. Should this occur, the Red Lion Resort may have to install the signal required of the Waterfront Hotel and be reimbursed for part of the cost by the Waterfront Hotel project sponsor. If a signal is installed at this location, both the City and Caltrans would have to coordinate the overall process. The proposed project trips would represent 17 percent of the cumulative traffic increase at this location.[11] Without a signal at this location, the project impact would be considered *Significant Unavoidable (Class 1) impact.*

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[11]Interface Planning and Counseling Corp., Waterfront Park, Hotel, and Youth Hostel FIER, City of Santa Barbara, 1993.

Milpas/101 NB/Carpinteria and Milpas/101 SB off-ramp: Existing and future impacts at the Milpas/US 101 Ramp/Carpinteria intersection would be mitigated by the planned roundabout intersection (scheduled for completion in Fall, 1997). The Traffic Report For The Route 101/Milpas Interchange Improvement Project (October 6, 1995), indicates that in the year 2018, the intersection would operate at LOS "A" with average delay of 4 seconds per vehicle. The Traffic Report also projects a general reduction in accident rates and a significant reduction in accident severity. This proposed roundabout would likely improve traffic flows at the Milpas/101 SB off-ramp intersection and thus act as mitigation for this location. The proposed project trips would represent 42 percent of the cumulative traffic increase at the Milpas/101 NB/Carpinteria intersection and 40 percent of the increase at the Milpas/101 SB off-ramp intersection.

Milpas/101 SB On-ramp/Indio Muerto: As part of the roundabout intersection at the Milpas/101 NB/Carpinteria location, the southbound approach on Milpas Street would be re-striped to include duel left-turn lanes and a separate through lane. The intersection operation would improve to LOS B (0.64) during the Friday peak hour and LOS A (0.58) during the Sunday peak hour. The proposed project would represent 72 of the cumulative traffic increase at this location.

Garden/101 NB and Garden/101 SB intersections: With cumulative baseline plus project traffic, the Garden/101 NB intersection would function at C (0.78) while the Garden/101 SB intersection would function at D (0.85). Based on input from City Transportation staff, both the northbound and southbound approaches on Garden Street would be re-striped to include dual left-turn lanes for both on ramps. These improvements would be installed as part of the Garden Street extension project. With these improvements, the Garden/U.S. 101 NB ramps intersection would function at LOS B (0.63) during the Friday peak hour and A (0.51) during the Sunday peak hour with cumulative baseline plus project traffic. The Garden/U.S. 101 SB ramps intersection would function at LOS B (0.68) and A (0.56) during the same time periods. The proposed project trips represent 48 percent of the cumulative traffic increase at the Garden/U.S. 101 SB intersection and 30 percent at the Garden/U.S. 101 NB intersection.

(T Mitigation 2):

The potential peak parking deficit would be 136 spaces if coincident events were occurring at the Red Lion and Waterfront hotels. While it is unlikely that these peak demands would occur, the Red Lion should address the potential deficit. First, the Red Lion should coordinate special event scheduling with the Waterfront Hotel to avoid coincidental scheduling of such events. The potential deficit of 136 spaces could be further reduced by incorporating additional spaces into the design for the driveway relocation at the west end of the site. It appears that 10-15 added spaces could be incorporated into the driveway relocation design. The use of off-site parking with shuttle service would probably not be feasible. The deficit would be relatively small (about 10% of the total

supply), and off-site parking and shuttle service would probably not appear convenient to either the hotel guests or local event participants.

(T Mitigation 3):

As indicated in the discussion of site access, the west driveway on Salsipuedes Street will become an important access for local event participants. As a result, it is recommended that the Red Lion coordinate with the design effort for the Salsipuedes extension to ensure that full access will be available at this driveway. As noted, the City has received an application from the Waterfront Hotel which would align both the Red Lion's re-located driveway and vehicle access for the new Waterfront Hotel.

(T Mitigation 4):

With respect to internal circulation, Red Lion should develop an expanded signing and striping plan to guide entering motorists to self-park, valet parking and drop-off areas. To make self-park areas more immediately accessible, consideration should be given to moving the valet parking area somewhat further to the east, resulting in additional self-park spaces in relatively close proximity to the hotel's main entrance.

(T Mitigation 5 and 6):

The Red Lion Resort should submit a traffic control and parking plan to the City of Santa Barbara for all six "special events" that may be held at the facility.

CUMULATIVE PROJECT LIST

RED LION RESORT CONDITION CHANGES

Address	# of D.U.s	Non-Res. s.f.	Non-Res. Use(s)	Project Status*
Downtown				
520 Castillo		2,896	athletic club addition	B
328 Chapala	4	7,951	retail/office	A
211 W. Gutierrez	17		affordable live/work	B
136 N. Quarantina		7,600	industrial	P
410 State		1,000	retail	A
521 State		1,000	retail	P
610 State	4	10,335	retail/office/restaurant	P
628 State		460	cafe	P
Waterfront Area				
238 E. Cabrillo		1,849	public restrooms	A
325 E. Cabrillo			150 room hotel & 10 acre park	A
28 W. Cabrillo			11 new hotel rooms	B
819 Cacique		5,626	fire station	B
Harbor Way			Harbor Master Plan	A
Garden/Yanonali		247,000	250 room motel, restaurant, 242 seat IMAX IMAX theater, aquarium, museums, marketplace	P
129 Harbor Way		357	retail	BP
115 Kimberly		2,300	retail	BP
8 S. Milpas		3,000	Gas station/mini-mart	P
201 S. Milpas		3,000	retail/office	B
226 S. Milpas		684	batting cages	B
12 E. Montecito	6	24,440	100 bed hostel	A
525 E. Montecito		31,790	office/manufacturing	A
500 Ninos		9,654	Zoo animal barn/concession/retail/education/kitchen	B
500 Ninos	2		Great Ape exhibit/veterinary facility	P
34 Nopalitos		2,043	industrial	P
132 Nopalitos		1,400	truck wash	B
29 State		3,000	retail	A
214 State		-4,300	change of use/retail/restaurant	B
TOTAL	45	362,625+		

*A = Approved
P = Pending
BP = Building Permit
B = Built

[jh/red/cum-proj.lst]

LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS*
"A"	Uncongested operations, all queues clear in a single-signal cycle. (Average stopped delay less than 5 seconds per vehicle; V/C less than 0.60).	Little or no delay.
"B"	Uncongested operations, all queues clear in a single cycle. (Average delay of 5-15 seconds; V/C=0.60-0.69).	Short traffic delays.
"C"	Light congestion, occasional backups on critical approaches. (Average delay of 15-25 seconds; V/C=0.70-0.79).	Average traffic delay.
"D"	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. (Average delay of 25-40 seconds; V/C=0.80-0.89).	Long traffic delays for some approaches.
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). (Average delay of 40-60 seconds; V/C=0.90-0.99).	Very long traffic delays for some approaches.
"F"	Total breakdown, stop-and-go operation. (Average delay in excess of 60 seconds; V/C of 1.00 or greater).	Extreme traffic delays for some approaches (intersection may be blocked by external causes).

* Level of Service refers to delays encountered by certain stop sign controlled approaches. Other approaches may operate with little delay.

Source: Transportation Research Board, Highway Capacity Manual (Special Report 209), 1985

Appendix D: Air Quality Study

PRA Group, Inc.

AIR QUALITY ANALYSIS FOR EXPANDED OPERATIONS AT THE RED LION RESORT, SANTA BARBARA, CA

PREPARED FOR:

Perspective Planning
979 Osos St., Ste. A-3
San Luis Obispo, CA 93401

Job No. G183-01
March 30, 1996
(Revised April 22, 1996)

The PRA Group, Inc.
1190 Marsh Street, Ste. E
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I. PROJECT DESCRIPTION

This report deals with the potential air quality effects caused by a change in the operations at the Red Lion Resort in the City of Santa Barbara, California. The Red Lion consists of 360 hotel rooms, and associated restaurant, convention, and ancillary facilities which were constructed in 1986. The city-approved Development Plan and Coastal Development Permit under which the Red Lion operates contain limitations on the numbers of non-guest participants in conferences held at the facility (that is, the number of people attending a conference who are not registered guests at the hotel). The project does not involve any physical changes in the Red Lion facility or in the nature of its operations, but it would increase the allowable number of non-guest participants from 500 to 1,200. The net increase of 700 non-guest participants is estimated to lead to an increase of 1,050 average daily trips. It is also estimated that about 25% of these trips would occur during the peak hour of traffic. From an air quality point of view, this change will lead to an increase in the indirect or vehicle emissions associated with people travelling to and from the resort, and an increase in localized exhaust pollutant concentrations at intersections and heavily travelled roads in the vicinity.

The specific aspects of the project which will be considered for their potential air quality effects are the following:

- a net increase in average daily trips of 1,050. That is, the proposed change in the approval conditions would result in an addition of 1,050 daily trips to the current volume of trips generated by the Red Lion resort. This change will be evaluated by computing an inventory of vehicle emissions associated with the increase, and then comparing the results to the significance thresholds used by the County of Santa Barbara Air Pollution District (APCD).

- changes in the peak hour traffic volumes and patterns at local intersections and roadway segments, and the resulting changes in carbon monoxide concentrations at identified receiving locations or "sensitive receptors". This change will be evaluated by estimated the carbon monoxide concentrations in the vicinity of the project due to all peak hour traffic. The significance threshold in this analysis will be the ambient air quality standard for this pollutant.

Two additional options will be considered in the analysis. These include a scenario of unlimited non-guest participants which has been requested by the Red Lion resort, and an alternative of limiting non-guest participants to 1,000, which can be accommodated by the existing on-site parking at the Red Lion. The first of these has been estimated to produce a maximum of 4,300 average daily trips and 1,077 peak hour trips. The air quality impacts of the smaller alternative will be estimated in qualitative terms, based on the results of the other scenarios.

II. ENVIRONMENTAL SETTING AND EXISTING CONDITIONS

A. PROJECT SETTING AND SENSITIVE RECEPTORS

The Red Lion Resort occupies several blocks on the north side of Cabrillo Boulevard, between Salsipuedes Street on the west, and Calle Puerta Vallarta and Milpas Street on the east, in the easterly portion of the City of Santa Barbara. Cabrillo Boulevard is a four lane arterial street running along the Pacific Ocean shoreline in this portion of the City. Parks and beaches are located to the south, and the land uses along the north side of Cabrillo Boulevard are dominated by motels and resort hotels.

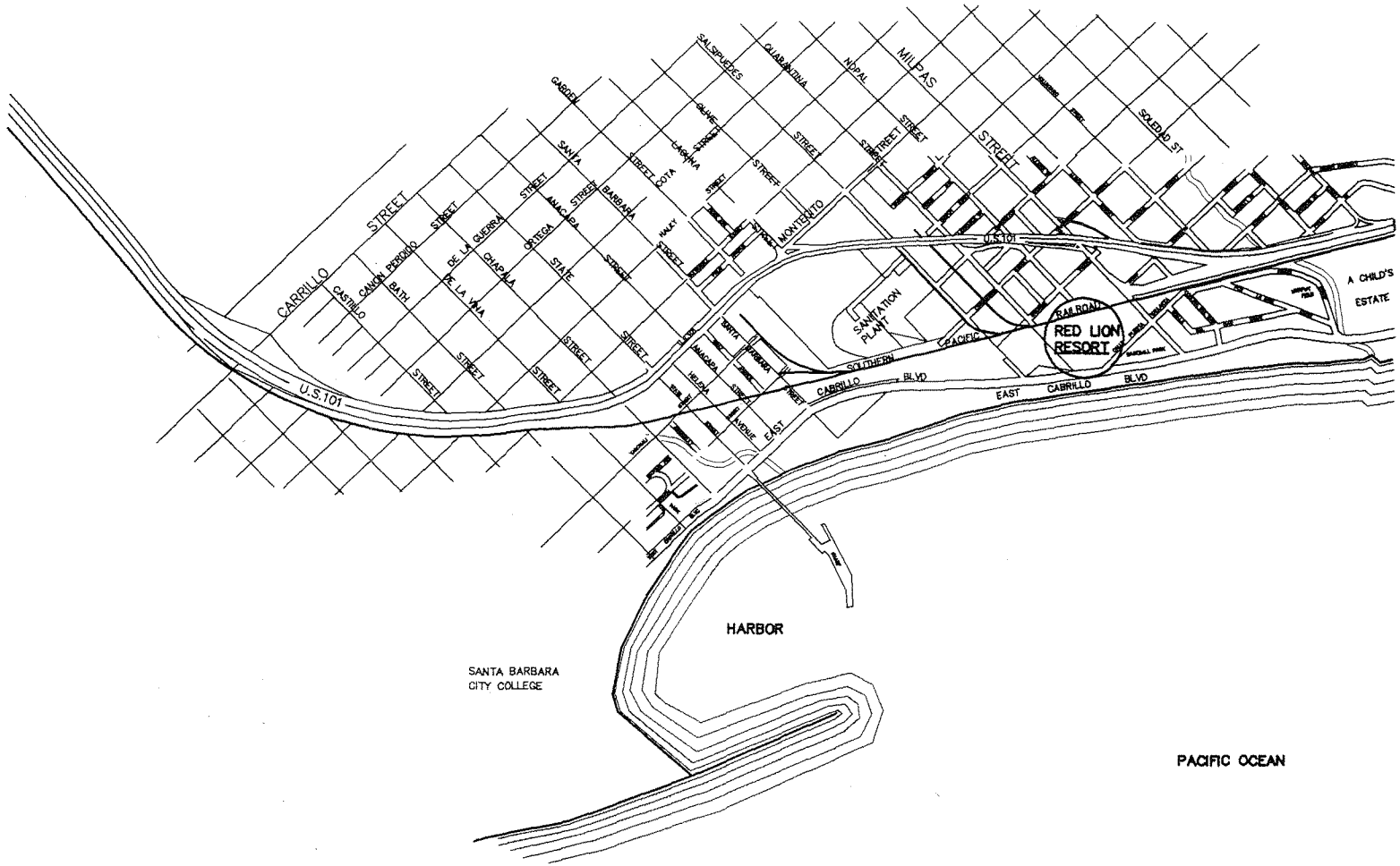
In addition to motels, several blocks east of Milpas Street also contain permanent residential areas including a few detached single family residences, condominiums and apartments. These residential areas are considered to be "sensitive receptors," since people living in these areas would experience chronic exposures to any air pollutants present. Several parks and recreation areas are located in the vicinity. Of these, the two park areas located closest to the traffic congested areas likely to be affected by the project are the baseball diamonds and associated facilities in the triangle bounded by East Cabrillo, Puerta Calle Vallarta, and Milpas Street, and the baseball diamonds and park facilities at Murphy Field, just east of Por La Mar Drive. These areas are also considered "sensitive receptors" since younger persons who are more susceptible to the affects of air pollution frequent these areas.

The beach areas and other park and recreation facilities located along East Cabrillo Boulevard would be much less affected by the accumulation of vehicle air pollutants since they are not surrounded by, and typically downwind from, congested intersections as the two park areas mentioned above. Other residential areas were also studied as potential "sensitive receptors." These included the residential neighborhoods along Castillo Street, approximately one mile southwest form the project site, and the residential neighborhoods north of Highway 101. The areas along Castillo Street were not studied in detail for two reasons: (1) in general, the peak hour traffic volumes in this area are similar to or lower than those to the east of the project site, and (2) the contribution of the project to the peak hour volumes in the Castillo Street intersections is somewhat lower than to the intersections in the Milpas Street vicinity. These intersections along Castillo Street were also eliminated from detailed study in the project traffic report. The residential neighborhoods north of Highway 101 are not likely to be noticeably affected by peak hour air pollution from intersections in the project vicinity due to the influence of the structure and the traffic volumes of the highway.

Prevailing wind direction was not a factor in the selection of the "sensitive receptor" locations because all of the modelling work was done to identify automatically the worst case wind angle. It may be noted, however, that the receptor locations chosen are generally downwind from the streets and intersections under study while the other locations discussed above but not chosen as receptor locations are for the most part upwind.

Figure 1 shows the project location relative to the surrounding street system and the residential area.

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NOTES:

DATE	4/15/96
JOB NO.	G183-01
DWG NO.	G18301-1
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CHK'D	J LARSON
APP'D	D AFFELDT

The PRA Group, Inc
CONSULTING ENGINEERS

PROJECT LOCATION MAP
RED LION RESORT
RED LION RESORT, SANTA BARBARA, CALIFORNIA
CITY OF SANTA BARBARA

FIGURE NO. 1

REV NO.

Streets in the project vicinity which are analyzed in detail in this report include the following:

- Cabrillo Boulevard. This four lane arterial street extends along the beaches and parks on the shoreline in the central portion of the City. Cabrillo Boulevard provides access to the project site at Salsipuedes Street on the west, and Puerta Vallarta and Milpas Streets on the west of the site. Approximately 1.5 miles east of the project site, Cabrillo Boulevard has an interchange with Highway 101, and then continues east as Coast Village Road.

- Milpas Street. From its intersection with the southbound on ramp to Highway 101, Milpas Street is a two lane arterial extending to Cabrillo Boulevard. From the freeway ramp to the north, Milpas Street has four lanes into the central portion of the city.

- Calle Puerto Vallarta. This roadway has two lanes, and extends from Cabrillo Boulevard at the western edge of the Red Lion Resorts towards Highway 101. It connects to Ninos Drive which then loops back to Cabrillo Boulevard.

- Indio Muerto Street/Milpas to 101 Southbound On-Ramp. This two lane roadway provides access to a few homes adjacent to Highway 101, and serves as the southbound on-ramp to the freeway from Milpas Street.

- Salsipuedes Street. A short segment of this two lane street serves as the westerly access to the Red Lion resort from Cabrillo Boulevard. Across the Southern Pacific rail road tracks to the north, Salsipuedes Street continues underneath Highway 101 into the downtown area of the city.

- Santa Barbara Street. This roadway is a two lane through route, extending from Cabrillo Boulevard on the south, into the downtown area north of Highway 101.

Other streets in the vicinity are important from a traffic circulation viewpoint, but are at some distance from the residential and park "sensitive receptor" areas described above. These include Garden Street and State Street which are described in the traffic report prepared by Omni-Means, but are not analyzed in detail here.

B. CLIMATE AND METEOROLOGY

The accumulation of air pollutants and the dispersion within the community is influenced by the local climate and weather patterns. Santa Barbara has a Mediterranean climate with warm dry summers and cooler, relatively damp, winters. With the influence of the Pacific Ocean, temperatures are mild throughout the year ranging from an average minimum of around 40°F during the winters to an average maximum of 70°F during the summers along the coast. A persistent high pressure area is located off the Pacific coast. Most rain storms approach from the northwest, but the high pressure zone causes many storms to move inland before they reach Santa Barbara leading to clear skies throughout most of the year. Those storms which do reach the area generally occur during the rainy season from October to March. Along the coast, the annual rainfall ranges from 10 to 18 inches.

The proximity to the Pacific Ocean also causes frequent fog and low clouds during the night and morning hours of the late spring and early summer months. The prevailing winds in the larger

region are generally from the northwest, but the changing orientation of the coastline from north-south (north of Point Conception) to east-west (along the Santa Barbara coast) causes localized eddies or counterclockwise air flows, which lead to highly variable winds in the Santa Barbara area. Most areas generally experience sea breezes (cool air from the sea to the land) during the daytime. During the nighttime, cooled air over the land descends from the higher inland areas to cause light breezes from the land to the sea. This usual pattern of the land-sea breezes is interrupted sometimes by other regional wind patterns, such as the "Santa Anas" which are dry winds blowing from the northeast.

The overall stability of localized air masses and heights of temperature inversions are other factors which influence the dispersion and accumulation of air pollutants within the area. These and other climate influences are all described in more detail by the Santa Barbara County Air Pollution Control District (SBCAPCD 1994:2.1)

C. EXISTING AIR QUALITY: CRITERIA POLLUTANTS

Federal and state regulations define standards for air quality in terms of concentrations of certain pollutants which should not be exceeded over specified averaging times. The pollutants for which these standards are established are called criteria pollutants. The following paragraphs briefly describe the most important criteria pollutants which affect the region:

- Ozone (O_3). Ozone is an oxidant formed in the lower atmosphere (troposphere) through reactions of sunlight with so-called "precursors" which include nitrogen oxides and certain organic compounds, which are commonly grouped as Reactive Organic Compounds (ROC). Ozone aggravates respiratory and cardiovascular ailments, damages agricultural crops and natural vegetation, and contributes to the degradation of plastics, paint, and other materials. In the upper atmosphere (stratosphere), however, ozone serves a beneficial role by absorbing harmful ultraviolet radiation from the sun.

- Fine Particulate Matter (PM_{10}). Particles of dust and suspended droplets (aerosols) in the air which have diameters less than 10 microns are called "fine" particulates. Fine particulates can be inhaled deeply into the lungs, as opposed to larger particulates which can be filtered out of air by the body's respiratory system. Fine particulates can aggravate respiratory conditions, and contribute to the reduction in visibility through the air.

- Carbon monoxide (CO). Carbon monoxide is an odorless, tasteless, and colorless gas that is produced by incomplete combustion. It is emitted directly by cars, trucks, and all internal combustion engines, as well as by fires, industrial processes, and stationary fuel combustion such as in portable heaters. Carbon monoxide reduces the ability of blood to carry oxygen to body tissues, which can lead to drowsiness, unconsciousness, and in large amounts, death. Carbon monoxide is generally not a problem in the Central Coast, but it can accumulate in highly congested areas, causing carbon monoxide "hot spots".

Other criteria pollutants, which are generally not considered to represent major problems in the region include: nitrogen dioxide (related to total nitrogen oxides or NOx), sulfur dioxide, hydrogen sulfide, and lead. In addition, the state has set standards for: suspended sulfates, and visibility.

Table 1 summarizes the Ambient Air Quality Standards (AAQS) which are established by the California Air Resources Board (CARB), and those established on a national level.

Santa Barbara is within the South Central Coast Air Basin, which includes San Luis Obispo, Santa Barbara, and Ventura Counties. In Santa Barbara County, the administration of air quality planning and regulations is performed by the Santa Barbara County Air Pollution Control District (APCD). The Santa Barbara County portion of the air basin is considered a non-attainment area for both the federal and state ozone standards, although formal violations of the federal limit did not occur during the most recent three year period for which data are available (1991-1993). The state standards for 24-hour and annual PM_{10} concentrations are violated in the county. A more detailed discussion of the attainment status by portions of the air basin is presented by the Santa Barbara APCD (1994:2-6 through 2-20).

The California Air Resources Board and the Santa Barbara APCD maintain a network of air quality monitoring stations, known as the State and Local Air Monitoring System (SLAMS). Other stations are also maintained by private companies under the supervision of the APCD as requirements on their operating permits. Nearby stations from which data are available include the following:

- Goleta, approximately 8 miles west of project site (discontinued in 1993)
- Santa Barbara-3, on West Carillo approximately 1.25 miles west northwest of site
- Carpenteria, on Gobernador Canyon Road, 11.5 miles east southeast of site

Location	Pollutants Monitored
Goleta (discontinued in 1993)	O3, CO, NO2, SO2, TSP
Santa Barbara-3	O3, CO, NO2, PM10, COH
Carpenteria	O3, NO2

Table 2 presents monitoring results from these stations for the last four years.

Besides the criteria pollutants noted above, federal and state regulations also exist to identify and control the amounts of trace compounds in the air which are known to be toxic. Most of these non-criteria pollutants are trace organic compounds, although asbestos, metals and other materials are also included. For these toxic air contaminants, there are no specific ambient air quality standards. Instead, installations which emit these compounds are required to estimate and monitor their emissions and, in some cases, to prepare health risk assessments and appropriate control plans. Since the Red Lion Resort is not a major potential source of toxic air emissions, these substances will not be considered further in this report.

C. REGULATORY FRAMEWORK

Air quality and the emissions of air pollutants are regulated at the federal, state, and local level. At the federal level, the Environmental Protection Agency enforces the statutes and regulations associated with the Federal Clean Air Act involving the federal Ambient Air Quality Standards for criteria pollutants (discussed above). The Federal Clean Air Act required each designated area which has not attainted the federal ambient air quality standards to prepare an implement an

attainment plan by December 31, 1987. In Santa Barbara County, the first Air Quality Attainment Plan was prepared in 1979, and then was revised in 1982. The southern portion of Santa Barbara County did not attain the federal ozone standard by the 1987 year-end deadline. The County prepared a 1989 Air Quality Attainment Plan and submitted it to the California Air Resources Board, for incorporation into the State Implementation Plan (SIP). At the time, the federal ozone non-attainment status only applied to the southern portion of the county, so Northern Santa Barbara County was not included in the 1989 AQAP. In July, 1991, however, all of Santa Barbara County, including the northern portion, was designated a federal non-attainment area for ozone.

The County APCD also published its 1993 Rate of Progress (ROP) Plan, as required by the Federal Clean Air Act Amendments of 1990. This report to the CARB demonstrated that, by 1996, existing and proposed control measures will reduce emissions of reactive organic gases to a level 15 percent below 1990 levels. The 1993 ROP Plan also identified contingency control measures that will be implemented automatically if the federal ozone standard is not achieved by 1996.

The California Clean Air Act requires each district to prepare and submit a plan to attain state ambient air quality standards, and then update that plan periodically. The most recent Clean Air Plan was published by the Santa Barbara APCD in 1994. This Clean Air Plan fulfilled state requirements and remedied deficiencies identified by the U.S. EPA in the 1993 ROP Plan.

Much of the focus in air quality planning in general, is on better control of vehicle emissions and other non-point sources. Technology and continued reductions from point sources will remain important control strategies, but better land use planning and transportation management are becoming more important in air quality management. For this reason, transportation control measures are an important component in the overall planning of air quality in the region and individual projects receive close scrutiny by local governments and by the APCD for their potential air quality impacts. A review of specific transportation control measures is presented by the Santa Barbara APCD (1994:5-1). Of the transportation control measures in place, or under consideration for adoption, the following are applicable to the Red Lion resort project:

Measure No.	Description
T-1,2	Trip Reduction Ordinance, applies to employers, adopted in the City of Santa Barbara
T-3	Work schedule changes, applies to employers, voluntary
T-4	Area Wide Ridesharing, applies to employers and employees, voluntary
T-7	Traffic Flow Improvements
T-8	Parking management, parking ordinance adopted by the City of Santa Barbara

II. IMPACTS

A. APPROACH AND THRESHOLDS OF SIGNIFICANCE

The Santa Barbara County APCD has established thresholds of significance for classifying the impacts of air pollutant emissions from projects (Santa Barbara APCD 1996:4). Briefly summarized, the thresholds which are applicable to this project are as follows:

Pollutant	Threshold
Reactive organic compounds (ROC)	25 pounds per day
Nitrogen oxides (NOx)	25 pounds per day
Carbon monoxide (CO)	cause violation of AAQS, that is exceed 20 ppm (California AAQS)

The approach used in this study involves two primary steps: first the inventory of emissions from all new vehicle traffic will be developed and compared with the first two thresholds above. Then in order to evaluate the project emissions relative to the CO threshold, estimates will be presented of the local CO concentrations associated with traffic at key intersections around the project.

B. EMISSIONS INVENTORY

The project traffic report did not present results in terms of daily trips, but a representative from Omni-Means estimates that the project will lead to a net increase of approximately 1,050 average daily trips (ADT) (G. Nicholsen, Omni-Means, 4/1/96). For the special events scenario, where there would be no limit on the number of non-guest participants, the estimated increase in ADT from the project is 3,558.

The emissions inventory of ROC and NOx (and other constituents) was estimated using URBEMIS5, an inventory model developed by the California Air Resources Board. URBEMIS5 simply generates estimates of total trip generation based on inputs of land use types and values, and then uses a data base of vehicle emission factors to develop the emissions inventory. The data base of vehicle emission factors is from the EMFAC7F emission factors program, also published by the CARB.

In order to use URBEMIS5 for this purpose, without involving more extensive computations, the "hotel" land use type was selected and then the number of rooms used as input was selected purposefully to generate the ADT values described above. In reality, the Red Lion resort has 360 hotel rooms. Other input values for the model were either default values or modified values published by the Santa Barbara APCD (1996:7). Results of the URBEMIS5 runs are presented in Tables 3 and 4, and summarized below:

ADT	TOG	ROC	NOx
1,050	12.23	11.2	10.05
3,558	41.45	37.9	34.07

The URBEMIS5 output for Total Organic Gases (TOG) was converted to ROC with a factor of 0.915 for 1997, from Santa Barbara APCD (1996:7).

For the project as proposed, with a net increase of 1,050 ADT, the totals for ROC and NOx do not exceed the 25 pound/day threshold established for these pollutants. Therefore, the vehicle emissions from the project are not considered a significant impact. For the defined "maximum" project associated with special events, with an estimated ADT of 3,558 the thresholds would be exceeded and the air quality impact would be considered significant.

An additional slight amount of air emissions would be associated with the consumption of electricity and natural gas by the project. These emissions are already associated with the operation of the existing resort, however. Since the scope of this analysis is limited to just the marginal increase in operations the change in these operational emissions would be quite small.

C. CARBON MONOXIDE DISPERSION MODELLING

1. Model Inputs

Estimates of carbon monoxide concentrations in the project vicinity were prepared with the CALINE4 model developed by the California Department of Transportation (CALTRANS). The general procedures and assumptions used in the modelling of carbon monoxide dispersion are described by Wood and Benson (1988). In some instances, the Santa Barbara APCD (1996:8-9) prescribes more conservative assumptions. These include:

Parameter	CALTRANS Value	SBAPCD Value
Ambient CO conc.	highest 2nd maximum last 3 years	highest maximum last 3 years
Temperature	lowest Jan. mean minimum plus 5°F adjustment	lowest Jan. mean minimum

The Santa Barbara APCD values were used for all model runs.

Figure 2 shows the layout of links and receptors used in the modelling. Each link is designated with an alphanumeric code identifying its endpoints. In every case, the arabic numeral used in a link corresponds to the key intersection number assigned in the traffic report prepared by Omni-Means. Most of the links involved traffic movements across an intersection. For these links, typical values for vehicle delay times and other parameters were selected from intersection examples provided by the California Air Resources Board (1988).

Composite emission factors for carbon monoxide from vehicle travel in 1995 (existing conditions) and 1997 (an assumed project date) were calculated from values in the EMFAC7F data base. This first required an estimate of the percentage of vehicles driven in the "cold-start" mode. The composite cold start percentage was computed from the values by the Santa Barbara APCD (1996:7), and are shown in Table 5. Table 6 shows the computed composite emission factors. For intersection links, it is also necessary to know the emission rate of CO from idling vehicles.

The EMFAC7F data base did not include this information, but it was estimated by running an earlier version of the EMFAC7 program, with the results shown in the bottom of Table 5.

All of the CALINE4 input values for the roadway and intersection links are shown in Tables 7 and 8. The first (Table 7) shows the endpoint locations (converted to meters) based on a 500 foot grid system with its origin at the intersection of State Street and Cabrillo Boulevard. Other values which remained constant through the various model runs are also shown in Table 7. Table 8 shows the link input values which change for the five scenarios which were considered. These scenarios were as follows:

- Existing Volumes, Sunday P.M. Peak Hour
- Existing Volumes, Friday P.M. Peak Hour
- Cumulative + Project Volumes, Sunday P.M. Peak Hour
- Cumulative + Project Volumes, Friday P.M. Peak Hour
- Cumulative + Project "Maximum," for the Sunday P.M. Peak Hour only

In each case, the peak hour values from the traffic report were used as the traffic volumes. Thus, for the model runs including the project, the total peak hour contribution from the project was modelled, not just the increase due to the proposed change in project conditions.

Several other model runs were also performed, varying the acceleration and deceleration times. These were found to have a negligible to moderate effect on the resulting CO concentrations. The most pronounced effect occurs when the acceleration time is decreased (faster vehicle acceleration is assumed). Given the traffic conditions at the intersections, and typical values for similar intersections in CARB (1988), the 9.1 second acceleration time is believed reasonable.

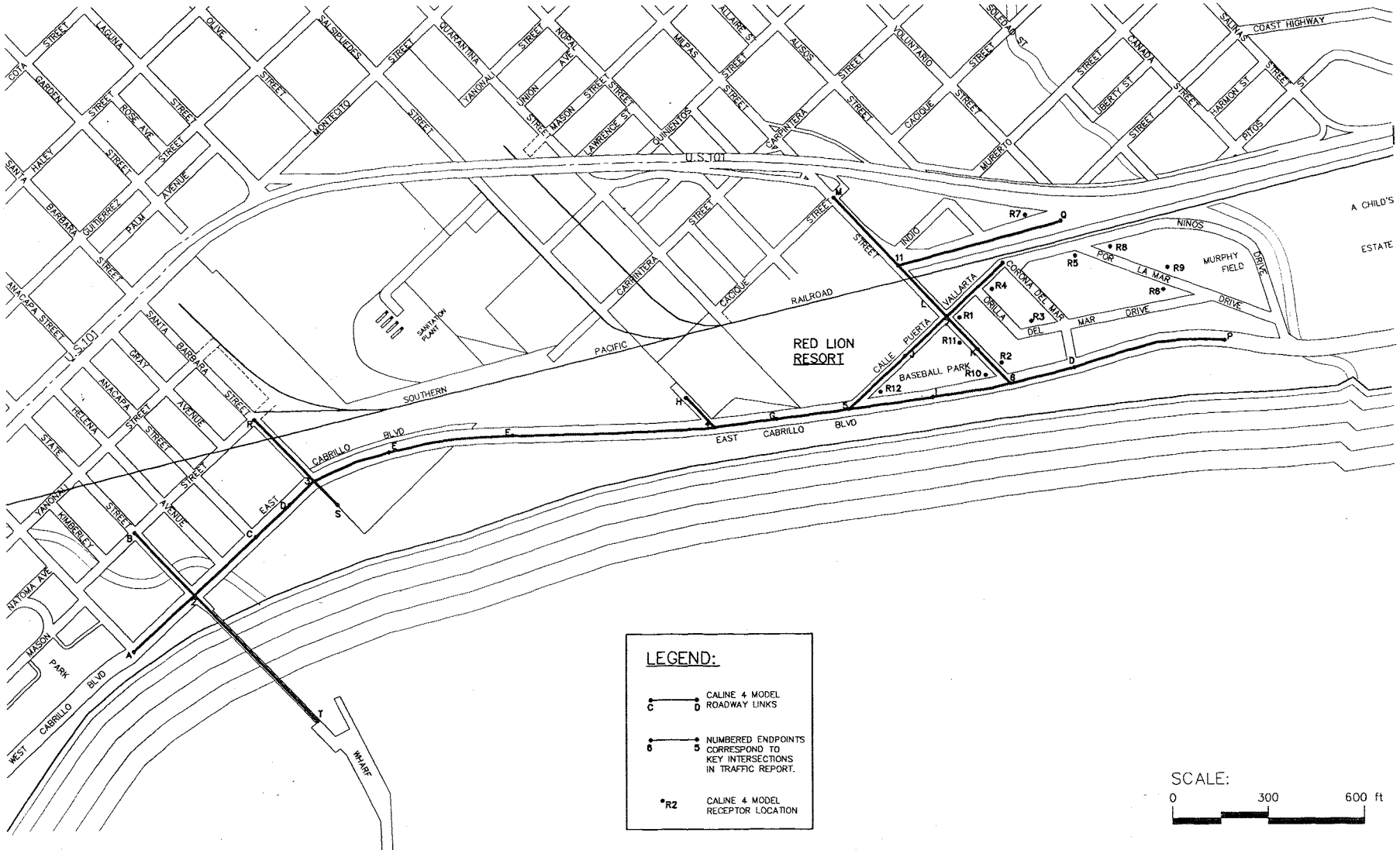
Receiver locations, or "receptors," for computing the model results were chosen within the residential areas and the park areas nearest the modelled intersections, as discussed in Section II.A., above. Locations for the 12 receptors are shown in Figure 2. The coordinates for the receptors are shown in Table 9.

2. Model Results

Tables 10 and 11 present the model results. The computed CO concentrations were added to a value of 12 parts per million (ppm) chosen as a worst case ambient concentration, to final concentrations at each receptor point. The modelled concentrations ranged from 0.4 to a high of 4.1 ppm, corresponding to final CO concentrations ranging from 12.4 to 16.1 ppm.

These values were all obtained under the "worst case" wind angle setting of the CALINE4 model. In this situation, the model computes the worst case wind angle for each individual receptor, and tabulates the concentrations for each receptor separately. Thus, a series of varying "worst case" wind angles is shown in the tables. In reality, the wind blows from only one direction at a time. The usual practice is to use the worst case run to select the single worst wind angle, and then to re-run the model with this single angle to obtain more realistic estimates of CO concentrations. Since none of the final concentrations exceeded the 20 ppm threshold, this refining step which would reduce the numerical results was not performed.

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JOB NO.	G183-01
DWG NO.	G18301-2
DRAWN	L SCHAAR
CHK'D	J LARSON
APP'D	J LARSON

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CALINE 4 LINK AND RECEPTOR LOCATIONS

RED LION RESORT

CITY OF SANTA BARBARA

FIGURE NO. 2

REV NO.

D. SUMMARY OF POTENTIAL IMPACTS

Based on a review of the above results and of the thresholds for air quality impacts used by the Santa Barbara APCD, the following conclusions may be drawn:

- Long-term emissions due to the increase in vehicle exhaust from cars travelling to and from the Red Lion resort under the expanded operation will not be significant. This conclusion is based on only the increase of 1,050 ADT attributable to the change in project approval conditions (Class III).

- For events that would approach the defined "maximum" operation with an estimated ADT of 3,558, the emissions inventory thresholds would be exceeded and the air quality impact would be considered significant. Transportation management efforts can reduce trip generation for these maximum events by small amounts, but the reductions would have to be on the order of 35% in order to reduce emissions to the 25 pound/day threshold. Thus, it is not likely that this impact can be mitigated (Class I).

- Carbon monoxide concentrations at all receptor points under all conditions, even under the defined "maximum" project increase of 1,077 peak hour trips added to the cumulative traffic projections, will not exceed the 20 ppm threshold. Therefore, the effect of the project on localized carbon monoxide concentrations will not be considered a significant impact (Class III).

Since the project as proposed, with a general limit of 1,200 non-guest participants would not have a significant impact either with respect to the vehicle emission inventory or localized CO concentrations, it is clear that the alternative of 1,000 non-guest participants would also not have a significant impact. Although beneficial from an air quality perspective, this alternative is not necessary to avoid significant impacts.

E. CONSISTENCY WITH THE 1994 CLEAN AIR PLAN

In most respects the Red Lion resort project is consistent with the 1994 Clean Air Plan. It is already subject to applicable transportation management ordinances; it provides a significant degree of self-containment and amenities to minimize off-site trips for guests, and it is situated to take advantage of the proximity of the beach other recreation opportunities with no or with very short vehicle trips. The project is subject to conditions requiring parking management and contributions towards traffic flow improvements.

III. MITIGATION

The Santa Barbara APCD (1996:11-16) presents a discussion of standardized mitigation measures to reduce the air quality impacts of general land development projects, such as the Red Lion resort, and additional guidance in this respect is in Santa Barbara APCD (1994b). Since the facility is already constructed and in operation, many of these general development measures are not applicable. Others which deal with transportation control measures have either already been accomplished (e.g. the construction of pedestrian walkways, and provision of mixed uses) or are already applicable to the resort (e.g. encouraging alternative transportation modes for employees).

Roadway improvements required of the Red Lion resort should be accomplished. Any measures which can improve the use of alternate transportation modes should be pursued. These measures, however, usually have a small and incremental effect in reducing air pollution. While they should be pursued, their numerical effect is usually in the range of a few percent. Thus, even with such mitigation, operations under the "maximum" project of unlimited non-guest participants with an estimated ADT of 3,558 would continue to exceed the daily threshold of 25 pounds/day for ROG and Nox.

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TABLE 1

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards (1) Concentration (3)	National Standards (2)	
			Primary (3,5)	Secondary (3,6)
Ozone	1 hour	0.09 ppm (180 µg/m3)	0.12 ppm (235 µg/m3)	Same as Primary Stnd.
Carbon monoxide	8 hour	9.0 ppm (10 mg/m3)	9 ppm (10 mg/m3)	
	1 hour	20 ppm (23 mg/m3)	35 ppm (40 mg/m3)	
Nitrogen dioxide	Annual Average		0.053 ppm (100 µg/m3)	Same as Primary Stnd.
	1 hour	0.25 ppm (470 µg/m3)		
Sulfur dioxide	Annual Average		80 µg/m3 (0.03 ppm)	
	24 hour	0.04 ppm (105 µg/m3)	365 µg/m3 (0.14 ppm)	
	3 hour			1300 µg/m3 (0.5 ppm)
	1 hour	0.25 ppm (655 µg/m3)		
Suspended Particulate Matter (PM10)	Annual Geometric Mean	30 µg/m3		
	24 hour	50 µg/m3	150 µg/m3	Same as Primary Stnd.
	Annual Arithmetic Mean		50 µg/m3	
Sulfates	24 hour	25 µg/m3		
Lead	30 day average	1.5 µg/m3		
	Calendar Quarter		1.5 µg/m3	Same as Primary Stnd.
Hydrogen Sulfide	1 hour	0.03 ppm (42 µg/m3)		
Vinyl chloride (chlorethene)	24 hour	0.010 ppm (26 µg/m3)		
Visibility Reducing Particles	8 hour (10 am to 6 pm, PST)	Extinction coefficient <0.23/Km (8)		

Notes on following page.

TABLE 1

(continued)

This table is adapted from the California Air Resources Board, ARB Fact Sheet 39, dated 11/91. The original table also includes columns for analytical methods to be used in measuring various pollutant concentrations, and it includes special standards for carbon monoxide and visibility reducing particles applicable only in the Lake Tahoe Air Basin. These notes are adapted from the applicable footnotes from the original table.

1. California standards for most pollutants are values that are not to be exceeded. This standard applies to the following:

ozone	nitrogen dioxide
carbon monoxide	suspended particulate matter
sulfur dioxide (1- and 24-hour standards)	visibility reducing particles.

For other pollutants, the stated concentrations are not to be equaled or exceeded. This standard applies to the following:

sulfates	vinyl chloride
lead	carbon monoxide (Lake Tahoe Basin only)
hydrogen sulfide	

The visibility standard for the Lake Tahoe Basin is also more stringent (extinction coefficient of 0.07 per kilometer) than for other basins in the state.

2. National standards, except those for ozone or based on annual averages or arithmetic means, are values that are not to be exceeded more than once per year. For ozone, the expected number of days per calendar year with maximum hourly average concentrations above the standard must not exceed one.

3. Abbreviations for concentration units are as follows:

ppm	parts per million, by volume
$\mu g/m^3$	micrograms per cubic meter
mg/m^3	milligrams per cubic meter

All concentrations are expressed first in the units in which they were promulgated. Equivalent units are provided in parentheses, based on a reference temperature of 25 degrees Celsius, and a pressure of 760 mmHg.

4. The original footnote 4 dealt with analytical methods.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health. Each state must attain the primary standards no later than three years after that state's implementation plan is approved by the Environmental Protection Agency (EPA).

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. Each state must attain the secondary standards within a "reasonable time" after the implementation plan is approved by the EPA.

7. The original footnote 7 dealt with analytical methods.

8. The full standard reads as follows:

> In sufficient amount to product an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70 percent.

This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range when relative humidity is less than 70 percent.

TABLE 2

Air Quality Data from Nearby Monitoring Stations, 1989-1993

Pollutant and measurement	Year 1989	1990	1991	1992	1993
Ozone (Santa Barbara-3)					
highest 1 hour concentration during year (ppm)	0.22	0.14	0.10	0.13	0.09
hours exceeding state stnd. (0.09 ppm)	17	10	2	10	0
days exceeding federal stnd. (0.12 ppm)	2	1	0	1	0
Ozone (Goleta)					
highest 1 hour concentration during year (ppm)	0.15	0.11	0.11	0.13	0.11
hours exceeding state stnd. (0.09 ppm)	22	13	9	35	11
days exceeding federal stnd. (0.12 ppm)	2	0	0	1	0
Ozone (Carpenteria)					
highest 1 hour concentration during year (ppm)	0.10	0.13	0.12	0.14	0.12
hours exceeding state stnd. (0.09 ppm)	1	10	19	27	14
days exceeding federal stnd. (0.12 ppm)	0	1	0	2	0
Carbon monoxide (Santa Barbara-3)					
highest 1 hour concentration during year (ppm)	11	11	9	12	9
2nd highest 1 hr. concentration during year (ppm)			9	11	9
hours exceeding state stnd. (20.0 ppm)	0	0	0	0	0
days exceeding state 8-hour stnd. (9.0 ppm)	0	0	0	0	0
Carbon monoxide (Goleta)					
highest 1 hour concentration during year (ppm)	7	9	6	5	4
2nd highest 1 hr. concentration during year (ppm)			5	5	3
hours exceeding state stnd. (20.0 ppm)	0	0	0	0	0
days exceeding state 8-hour stnd. (9.0 ppm)	0	0	0	0	0

TABLE 2

Air Quality Data from Nearby Monitoring Stations, 1989-1993

Pollutant and measurement	Year 1989	1990	1991	1992	1993
PM10 (Santa Barbara-3)					
highest 24 hour average ($\mu g/m^3$)	83	96	96	51	58
no. of samples exceeding state stnd. (50)/ no. of observations.	13/49	4/59	8/56	1/58	1/59
no. of samples exceeding fed. stnd. (150)	0	0	0	0	0
annual geometric mean ($\mu g/m^3$) (state stnd. 30)	40.8	34.5	33.5	28.8	27.0
violate state annual stnd.	yes	yes	yes	no	no
annual arith. mean ($\mu g/m^3$) (fed. stnd. 50)	42.9	36.8	36.6	30.5	28.5
violate fed. stnd.	no	no	no	no	no
PM10 (Goleta)					
highest 24 hour average ($\mu g/m^3$)	119	nr	nr	nr	nr
no. of samples exceeding state stnd. (50)/ no. of observations.	1/8	nr	nr	nr	nr
no. of samples exceeding fed. stnd. (150)	0	nr	nr	nr	nr
annual geometric mean ($\mu g/m^3$) (state stnd. 30)	29.3	nr	nr	nr	nr
violate state annual stnd.	no				
annual arith. mean ($\mu g/m^3$) (fed. stnd. 50)	37.6	nr	nr	nr	nr
violate fed. stnd.	no				

Source: California Air Resources Board (CARB). California Air Quality Data, Annual Summaries for 1989-1992. Vols. XXI, XXII, XXIII, XXIV, and XXV. CARB, Sacramento, CA.

TABLE 3

URBEMIS5 Output for 1,050 ADT

PROJECT NAME: 830197p2 Date: 04-01-1996

Project Area: South Central Coast (Santa Barbara/San Luis Obispo)

Analysis Year: 1997 Temperature (F): 70 Season: Summer

EMFAC Version: Emfac7f1.1(12/93)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Tot Trips
Hotel	8.9/Unit	118	1050

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	72.3	2.0	97.4	0.5
Light Duty Trucks	16.3	1.0	98.3	0.7
Medium Duty Trucks	5.4	2.4	97.6	0.0
Heavy Duty Trucks	2.4	25.7	74.3	N/A
Heavy Duty Trucks	0.8	N/A	N/A	100.0
Motorcycles	2.8	100.0	N/A	N/A

Travel Conditions:

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	12.5	9.6	11.3	11.1	3.6
% Started Cold	88.4	40.3	58.6	77.6	27.4
Trip Speed	25	25	25	25	25
Percent Trip	20.6	18.0	61.4		

Project Emissions Report in Lb/Day:

Unit Type	TOG	CO	NOx
Hotel	12.23	92.33	10.05
TOTALS	12.23	92.33	10.05

Project Emissions Report in Lb/Day (Continued)

Unit Type	FUEL (Gal.)	PM10	SOx
Hotel	196.0	1.02	0.63
TOTALS	196.0	1.02	0.63

TABLE 4

URBEMIS5 Output for 3,600 ADT

PROJECT NAME: 830197a3 Date: 04-22-1996

Project Area: South Central Coast (Santa Barbara/San Luis Obispo)

Analysis Year: 1997 Temperature (F): 70 Season: Summer

EMFAC Version: Emfac7f1.1(12/93)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Tot Trips
Hotel	8.9/Unit	400	3560

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	72.3	2.0	97.4	0.5
Light Duty Trucks	16.3	1.0	98.3	0.7
Medium Duty Trucks	5.4	2.4	97.6	0.0
Heavy Duty Trucks	2.4	25.7	74.3	N/A
Heavy Duty Trucks	0.8	N/A	N/A	100.0
Motorcycles	2.8	100.0	N/A	N/A

Travel Conditions:

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	12.5	9.6	11.3	11.1	3.6
% Started Cold	88.4	40.3	58.6	77.6	27.4
Trip Speed	25	25	25	25	25
Percent Trip	20.6	18.0	61.4		

Project Emissions Report in Lb/Day:

Unit Type	TOG	CO	NOx
Hotel	41.45	312.98	34.07
TOTALS	41.45	312.98	34.07

Project Emissions Report in Lb/Day (Continued)

Unit Type	FUEL (Gal.)	PM10	SOx
Hotel	664.4	3.44	2.15
TOTALS	664.4	3.44	2.15

TABLE 5

Composite Cold Starts, and CO Idle Emission Factors

Estimate of % cold starts

Trip Type	% cold starts (1)	length (mi) (1)	% trips (1)	length x % trips	normalize	fraction of % cold
H-W	88.3	12.5	20.6	2.6l	0.2l	20.2l
H-S	40.2	9.6	18	1.7l	0.2l	6.2l
H-O	58.3	11.3	61.4	6.9l	0.6l	36.0l
			Composite % cold starts			62.4

(1) Values from Santa Barbara APCD, 1996

Idle Emission Factors from EMFAC7, using % cold starts above, and default fleet mix for South Central Coast.

1995	1.87	gram/minute
2000	1.61	gram/minute
1997	1.714	gr/min (interpolated)

H-W	Home to work
H-S	Home to shopping
H-O	Home to other

TABLE 6

Computation of Composite CO Emission Factors

Vehicle Type & Tech.	grams/mi 50 deg F	T Corr. to 40 deg F	Veh Type Fraction	Veh Tech Fraction	Adjusted grams/mi
1995, Winter, For Speed 30 miles/hr					
LDA NCAT	52.23	1.16	0.723	0.0287	1.257182
LDA CAT	3.86	1.08	0.723	0.9632	2.903126
LDA D	1.11		0.723	0.0081	0
LDT NCAT	39.73	1.16	0.163	0.0169	0.126955
LDT CAT	5.06	1.08	0.163	0.9715	0.865376
LDT D	1.1		0.163	0.0116	0
MDT NCAT	47.14	1.16	0.054	0.034	0.100397
MDT CAT	4.27	1.07	0.054	0.966	0.238332
HDT NCAT	61.39	1	0.024	0.3232	0.47619
HDT CAT	11.74	1	0.024	0.6768	0.190695
HDT D	9.21		0.008	1	0
UB D	16.21				0
MCY	9.32	1	0.028	1	0.26096
Totals			1		6.419213
1997, Winter, For Speed 30 miles/hr					
LDA NCAT	50.48	1.16	0.723	0.0287	1.215059
LDA CAT	2.55	1.08	0.723	0.9632	1.917868
LDA D	1.17		0.723	0.0081	0
LDT NCAT	35.61	1.16	0.163	0.0169	0.11379
LDT CAT	3.24	1.08	0.163	0.9715	0.554114
LDT D	1.14		0.163	0.0116	0
MDT NCAT	43.62	1.16	0.054	0.034	0.0929
MDT CAT	2.94	1.07	0.054	0.966	0.164098
HDT NCAT	53.39	1.04	0.024	0.3232	0.430701
HDT CAT	7.31	1.08	0.024	0.6768	0.128237
HDT D	9.05		0.008	1	0
UB D	16.37				0
MCY	8.82	1	0.028	1	0.24696
Totals			1		4.863727

LDA	Light Duty Auto	NCAT	No Catylitic Conv.	
LDT	Light Duty Truck	D	Diesel	
MDT	Medium Duty Truck	UB	Urban Bus	
HDT	Heavy Duty Truck	MCY	Motorcycle	
CAT	Catalytic Converter			

TABLE 7

CALINE4 Input Data - Roadway Geometry and Constant Input for Model Links

Int.	Link	X1 (m)	Y1 (m)	X2 (m)	Y2 (m)	Type	No. of lanes	Width (m)	STPL (m)	DCLT (sec)	ACCT (sec)	IDT1 (sec)	IDT2 (sec)	Speed (mph)
6	I6	1399	479	1539	512	Int	4	18	141	6.5	9.1	45	0	30
	6O	1539	512	1661	546	Int	4	18	123	6.5	9.1	45	0	30
	K6	1472	576	1539	512	Int	2	12	90	6.5	9.1	45	0	30
	OP	1661	546	1835	588	AG	4	18						
7	J7	1320	555	1396	643	Int	2	12	114	6.5	9.1	45	0	30
	7N	1396	643	1509	768	Int	2	12	165	6.5	9.1	45	0	30
	L7	1344	683	1396	643	Int	2	12	62	6.5	9.1	45	0	30
	7K	1396	643	1472	576	Int	2	12	99	6.5	9.1	45	0	30
11	M11	1155	844	1292	747	Int	2	12	165	6.5	9.1	45	0	30
	11L	1292	747	1344	683	Int	2	12	79	6.5	9.1	45	0	30
	11Q	1292	747	1591	850	Int	2	12	313	6.5	9.1	45	0	30
5	G5	1128	411	1234	445	Int	4	18	109	6.5	9.1	45	0	30
	5I	1234	445	1399	479	Int	4	18	165	6.5	9.1	45	0	30
	5J	1234	445	1320	555	Int	2	12	136	6.5	9.1	45	0	30
4	F4	610	311	963	375	Int	4	18	356	6.5	9.1	45	0	30
	4G	963	375	1128	411	Int	4	18	166	6.5	9.1	45	0	30
	H4	914	424	963	375	Int	2	12	66	6.5	9.1	45	0	30
3	D3	152	152	198	198	Int	4	18	62	6.5	9.1	45	0	30
	3E	198	198	326	247	Int	4	18	134	6.5	9.1	45	0	30
	EF	326	247	610	311	AG	4	18						

STPL	Distance from end of link to stop line, in meters.
DCLT	Deceleration time, in seconds.
ACCT	Acceleration time, in seconds.
IDT1	First vehicle idle time at stopline, in seconds.
IDT2	Last vehicle idle time at stopline, in seconds.

TABLE 8

CALINE4 Input Data - Variable Inputs for Model Links

		Existing Volumes: Sunday P.M. Peak Hour					Existing Volumes: Friday P.M. Peak Hour			
Int.	Link	Pk VPH	NCYC	NDLA	VPHO		Pk VPH	NCYC	NDLA	VPHO
6	I6	1639	16	8	1639		1200	12	6	1200
	6O	1750	18	9	1750		1447	14	7	1447
	K6	513	5	3	513		429	4	2	429
	OP	1750					1447	14	7	1447
7	J7	526	5	3	526		617	6	3	617
	7N	512	5	3	512		513	5	3	513
	L7	1186	12	6	1186		1083	11	5	1083
	7K	492	5	2	492		709	7	4	709
11	M11	1533	15	8	1533		1190	12	6	1190
	11L	1226	12	6	1226		648	6	3	648
	11Q	453	5	2	453		683	7	3	683
5	G5	2040	20	10	2040		1498	15	7	1498
	5I	1744	17	9	1744		1161	12	6	1161
	5J	504	5	3	504		413	4	2	413
4	F4	2122	21	11	2122		1522	15	8	1522
	4G	2101	21	11	2101		1506	15	8	1506
	H4	249	2	1	249		108	1	1	108
3	D3	2098	21	10	2098		1665	17	8	1665
	3E	612	6	3	612		1629	16	8	1629
	EF	612					1629			

For all Existing Runs, the CO emission factor was 6.42 grams/mile, and the Idle Emission Factor was 1.87 grams/minute.

TABLE 8

CALINE4 Input Data - Variable Inputs for Model Links

		Cumulative + Project: Sunday P.M. Peak Hour					Cumulative + Project: Friday P.M. Peak Hour			
Int.	Link	Pk VPH	NCYC	NDLA	VPHO		Pk VPH	NCYC	NDLA	VPHO
6	I6	1773	18	9	1773		1292	13	6	1292
	6O	1720	17	9	1720		1386	14	7	1386
	K6	383	4	2	383		288	3	1	288
	OP	1720					1386			
7	J7	610	6	3	610		677	7	3	677
	7N	512	5	3	512		513	5	3	513
	L7	1140	11	6	1140		1100	11	6	1100
	7K	362	4	2	362		674	7	3	674
11	M11	1403	14	7	1403		1481	15	7	1481
	11L	1185	12	6	1185		1012	10	5	1012
	11Q	542	5	3	542		760	8	4	760
5	G5	2076	21	10	2076		1465	15	7	1465
	5I	1881	19	9	1881		1257	13	6	1257
	5J	419	4	2	419		340	3	2	340
4	F4	2536	25	13	2536		1865	19	9	1865
	4G	2396	24	12	2396		1737	17	9	1737
	H4	644	6	3	644		452	5	2	452
3	D3	2366	24	12	2366		1881	19	9	1881
	3E	2407	24	12	2407		1898	19	9	1898
	EF	2407					1898	19	9	1898

Note: For all cumulative runs the (1997) emission factor was 4.86 grams/mile, and the Idle Emission Factor was 1.71 gram/minute.

TABLE 8

CALINE4 Input Data - Variable Inputs for Model Links

Cumulative + Maximum from Project (1,077)
Sunday P.M. Peak Hour

Int.	Link	Pk VPH	NCYC	NDLA	VPHO
6	I6	7261	73	36	7260.54
	6O	7043	70	35	7043.5
	K6	1568	16	8	1568.41
	OP	7043			
7	J7	2498	25	12	2497.98
	7N	2097	21	10	2096.67
	L7	4668	47	23	4668.37
	7K	1482	15	7	1482.41
11	M11	5745	57	29	5745.37
	11L	4853	49	24	4852.64
	11Q	2220	22	11	2219.52
5	G5	8501	85	43	8501.34
	5I	7703	77	39	7702.8
	5J	1716	17	9	1715.83
4	F4	10385	104	52	10385.1
	4G	9812	98	49	9811.76
	H4	2637	26	13	2637.22
3	D3	9689	97	48	9688.9
	3E	9857	99	49	9856.8
	EF	9857			

PkVPH	Peak Vehicles per Hour
NCYC	Number of vehicles per cycle per lane
NDLA	Number of delayed vehicles per cycle per lane
VPHO	Hourly Departure volume

TABLE 9				
Receiver Location Data				
Receiver	X1 (ft)	X1 (m)	Y1 (ft)	Y1 (m)
R1	4660	1420	2130	649
R2	4980	1518	1850	564
R3	5160	1573	2050	625
R4	4830	1472	2350	716
R5	5180	1579	2560	780
R6	5770	1759	2300	701
R7	4990	1521	2780	847
R8	5380	1640	2570	783
R9	5760	1756	2400	732
R10	4920	1500	1730	527
R11	4680	1426	1950	594
R12	4190	1277	1550	472

TABLE 10

CALINE4 Results, Existing Volumes

From		Receiver Number											
Link	Link ID	1	2	3	4	5	6	7	8	9	10	11	12
		Sunday P.M. Peak Hour											
Total (model output)		*2*	*1.7*	*0.7*	*1*	*0.8*	*0.6*	*0.8*	*0.6*	*0.6*	*2.4*	*1.6*	*1.7*
1	I6	0.0	1.1	0.5	0.0	0.0	0.2	0.0	0.0	0.2	1.5	0.0	0.0
2	6O	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.1	0.0	0.0
3	K6	0.0	0.6	0.2	0.0	0.0	0.1	0.0	0.0	0.1	0.8	0.0	0.0
4	OP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	J7	0.2	0.0	0.0	0.2	0.1	0.0	0.1	0.1	0.0	0.0	0.5	0.0
6	7N	0.0	0.0	0.0	0.1	0.3	0.0	0.1	0.1	0.0	0.0	0.0	0.0
7	L7	1.5	0.0	0.0	0.4	0.2	0.0	0.2	0.1	0.0	0.0	0.6	0.0
8	7K	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	M11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
10	11L	0.2	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.3	0.0
11	11Q	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	G5	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	1.1
13	5I	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0
14	5J	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	F4	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
16	4G	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3
17	H4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18	D3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	3E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20	EF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sum		1.9	1.7	0.7	1.1	0.7	0.6	0.8	0.4	0.5	2.4	1.6	1.5
Ambient		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
TOTAL		**14.0**	**13.7**	**12.7**	**13.0**	**12.8**	**12.6**	**12.8**	**12.6**	**12.6**	**14.4**	**13.6**	**13.7**
Worst Angle		279	175	206	231	245	230	214	249	227	115	321	245

Note: Sums from links do not equal total from model output due to rouding by model.
Total from model was used in computing the resulting TOTALs.

TABLE 10

CALINE4 Results, Existing Volumes

From		Receiver Number											
Link	Link ID	1	2	3	4	5	6	7	8	9	10	11	12
		Friday P.M. Peak Hour											
Total (model output)		*1.9*	*1.3*	*0.6*	*0.9*	*0.7*	*0.5*	*0.7*	*0.5*	*0.4*	*1.9*	*1.5*	*1.3*
1	I6	0.0	0.8	0.0	0.0	0.0	0.1	0.0	0.0	0.1	1.4	0.0	0.0
2	6O	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.2	0.0
3	K6	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.5	0.0	0.0
4	OP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
5	J7	0.5	0.0	0.0	0.2	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0
6	7N	0.0	0.0	0.0	0.1	0.3	0.0	0.2	0.1	0.0	0.0	0.0	0.0
7	L7	1.2	0.0	0.0	0.3	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0
8	7K	0.0	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	1.1	0.0
9	M11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	11L	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0
11	11Q	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	G5	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
13	5I	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0
14	5J	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	F4	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
16	4G	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
17	H4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18	D3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	3E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20	EF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sum		1.7	1.2	0.7	0.9	0.6	0.4	0.6	0.4	0.3	1.9	1.4	1.2
Ambient		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
TOTAL		**13.9**	**13.3**	**12.6**	**12.9**	**12.7**	**12.5**	**12.7**	**12.5**	**12.4**	**13.9**	**13.5**	**13.3**
Worst Angle		266	173	249	231	244	231	203	244	231	119	105	245

Note: Sums from links do not equal total from model output due to rouding by model.
Total from model was used in computing the resulting TOTALs.

TABLE 11

CALINE4 Results - Cumulative + Project Volumes

From		Receiver Number											
Link	Link ID	1	2	3	4	5	6	7	8	9	10	11	12
		Sunday P.M. Peak Hour											
Total (model output)		*1.8*	*1.2*	*0.6*	*0.9*	*0.7*	*0.5*	*0.6*	*0.5*	*0.5*	*1.9*	*1.4*	*1.4*
1	I6	0.0	0.9	0.4	0.0	0.0	0.1	0.0	0.0	0.1	1.8	0.0	0.0
2	6O	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0
3	K6	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
4	OP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	J7	0.5	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.4	0.0
6	7N	0.0	0.0	0.0	0.0	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.0
7	L7	1.2	0.0	0.0	0.4	0.1	0.0	0.2	0.1	0.0	0.0	0.5	0.0
8	7K	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	M11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
10	11L	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.2	0.0
11	11Q	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	G5	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.8
13	5I	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0
14	5J	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	F4	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
16	4G	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3
17	H4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18	D3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	3E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20	EF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sum		1.7	1.2	0.5	0.8	0.4	0.4	0.8	0.3	0.3	1.9	1.3	1.2
Ambient		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
TOTAL		**13.8**	**13.2**	**12.6**	**12.9**	**12.7**	**12.5**	**12.6**	**12.5**	**12.5**	**13.9**	**13.4**	**13.4**
Worst Angle		266	178	207	233	245	228	216	249	225	136	321	246

Note: Sums from links do not equal total from model output due to rouding by model.
Total from model was used in computing the resulting TOTALs.

TABLE 11

CALINE4 Results - Cumulative + Project Volumes

From		Receiver Number											
Link	Link ID	1	2	3	4	5	6	7	8	9	10	11	12
		Friday P.M. Peak Hour											
Total (model output)		*1.7*	*0.8*	*0.5*	*0.8*	*0.7*	*0.4*	*0.6*	*0.5*	*0.4*	*1.5*	*1.3*	*1.1*
1	I6	0.0	0.7	0.0	0.0	0.0	0.1	0.0	0.0	0.0	1.4	0.0	0.0
2	6O	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3	K6	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
4	OP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	J7	0.5	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.4	0.0
6	7N	0.0	0.0	0.0	0.0	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.0
7	L7	1.1	0.0	0.2	0.4	0.1	0.0	0.2	0.1	0.1	0.0	0.5	0.0
8	7K	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	M11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
10	11L	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.2	0.0
11	11Q	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	G5	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.6
13	5I	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	5J	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	F4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
16	4G	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
17	H4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18	D3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	3E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20	EF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sum		1.6	0.8	0.4	0.7	0.4	0.3	0.5	0.3	0.1	1.5	1.2	0.9
Ambient		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
TOTAL		**13.7**	**12.8**	**12.5**	**12.8**	**12.7**	**12.4**	**12.6**	**12.5**	**12.4**	**13.5**	**13.3**	**13.1**
Worst Angle		266	177	278	234	246	226	214	250	256	136	321	245

Note: Sums from links do not equal total from model output due to rouding by model.
Total from model was used in computing the resulting TOTALs.

TABLE 11

CALINE4 Results - Cumulative + Project Volumes

From Link	Link ID	Receiver Number 1	2	3	4	5	6	7	8	9	10	11	12
		Sunday P.M. Peak Hour, with Project Maximum (1,077 peak hour trips)											
Total (model output)		*3.1*	*2.7*	*1.4*	*3.4*	*1.6*	*1.1*	*1.9*	*1.2*	*1.0*	*4.1*	*2.5*	*3.3*
1	I6	0.0	1.1	0.4	0.0	0.0	0.3	0.2	0.0	0.2	0.6	0.1	0.0
2	6O	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.0	0.2	1.5	0.5	0.0
3	K6	0.0	1.6	0.2	0.0	0.0	0.2	0.1	0.0	0.1	1.9	0.4	0.0
4	OP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0
5	J7	2.1	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0
6	7N	0.0	0.0	0.0	3.0	0.6	0.0	0.6	0.3	0.0	0.0	0.0	0.0
7	L7	0.3	0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0
8	7K	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.1	0.0	1.4	0.0
9	M11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
10	11L	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0
11	11Q	0.0	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
12	G5	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	1.2
13	5I	0.0	0.0	0.4	0.0	0.0	0.1	0.2	0.0	0.1	0.0	0.0	1.4
14	5J	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	F4	0.2	0.0	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.2
16	4G	0.2	0.0	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.4
17	H4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
18	D3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	3E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20	EF	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sum		3.1	2.8	1.4	3.4	1.4	1.2	1.9	1.1	1.0	4.2	2.6	3.3
Ambient		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
TOTAL		**15.1**	**14.7**	**13.4**	**15.4**	**13.6**	**13.1**	**13.9**	**13.2**	**13.0**	**16.1**	**14.5**	**15.3**
Worst Angle		239	183	231	26	244	233	196	250	232	97	107	240

Note: Sums from links do not equal total from model output due to rouding by model.
Total from model was used in computing the resulting TOTALs.