



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** August 17, 2006  
**AGENDA DATE:** August 24, 2006  
**PROJECT ADDRESS:** 1221 Anacapa Street, Granada Garage (MST2006-00457)  
**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470  
 Jan Hubbell, AICP, Senior Planner *JMH*  
 Debra Andaloro, Environmental Analyst/Project Planner *DA*

### I. SUBJECT

On March 1, 2001, the Planning Commission adopted a Final Mitigated Negative Declaration (MND) and approved a Development Plan to allow construction of the Granada Garage (City Parking Lot 6). The Granada Garage opened for use in November 2005.

The applicant, City Transportation Division, is now requesting a modification to condition of approval "G" to allow certain transit system enhancements as substitution for previously identified transit pass program. The condition was identified in the Final MND as a mitigation measure to reduce an identified potentially significant impact relating to increased traffic trips associated with the project.

### II. DISCUSSION

Please see Exhibit A, *Addendum to Final Mitigated Negative Declaration for the Granada Garage Project*, for a full discussion and analysis of the requested modification to the condition of approval relating to a transit pass program.

### III. RECOMMENDATION/FINDINGS

Staff believes that the proposed change to the approved conditions of approval to allow certain transit system enhancements as substitution for the previously identified transit pass program is consistent with the adopted Final Mitigated Negative Declaration and will provide greater mitigation for the previously identified potentially significant traffic impacts. Therefore, staff recommends that Planning Commission approve the condition amendment as stated in the Revised Conditions of Approval contained in Exhibit B.

Exhibits:

- A. *Addendum to Final Mitigated Negative Declaration for the Granada Garage Project*, August 17, 2006
- B. Revised Conditions of Approval



**ADDENDUM TO  
FINAL MITIGATED NEGATIVE DECLARATION  
for the  
Granada Garage Project—MST2006-00457  
1221 Anacapa Street, Santa Barbara**

**August 17, 2006**

This Addendum is prepared in accordance with State CEQA Guidelines Section 15164, which provides that an Addendum to a previous negative declaration may be prepared if only minor changes or additions are necessary to make the prior document adequate for the current project. The Addendum analysis concludes that no new significant impacts beyond those identified in the prior final mitigated negative declaration would result from the proposed project revisions.

**PRIOR ENVIRONMENTAL DOCUMENT**

The prior Granada Garage (City Lot 6) Project Final Mitigated Negative Declaration (MND) was adopted on March 1, 2001 by Santa Barbara Planning Commission.

Mitigation measures associated with air quality, cultural resources, noise, solid waste disposal, and traffic/circulation were incorporated into the project as conditions of approval.

The Mitigated Negative Declaration concluded that all identified impacts were shown to be mitigated to a less than significant level.

Addenda to the MND were previously prepared to address project revisions to 1) construct 12 low-income residential units on the north side of the parking structure and relocate the City offices; and, 2) change project conditions to allow construction to occur on Saturdays.

**PREVIOUSLY APPROVED PROJECT DESCRIPTION**

The approved project includes the construction of a parking structure with the following components: four levels of parking above grade and two levels below grade (575 spaces); construction of a two-story office building not to exceed 10,330 square feet of floor area for the City Parking Program offices; a bicycle station; public restrooms; and a trash facility for the parking structure, offices, and surrounding businesses.

**PROPOSED SUBSTITUTION OF MITIGATION MEASURE AND REVISION TO CONDITIONS OF APPROVAL**

The proposed revision includes substitution of traffic impact mitigation and a corresponding change to conditions of approval relating to a transit pass program as explained below.

**Transportation / Circulation**

**Impact Discussion**

A traffic analysis was prepared for the proposed project by Wilbur Smith and Associates (WSA) that determined that the new uses associated with project were forecasted to generate approximately 229 net new peak hour trips (PHT). The estimated 229 net new PHT were distributed through 14 intersections in the Downtown area to determine potential changes in intersection levels of service as a result of the proposed project.

Based on the WSA traffic analysis report, the MND had forecasted project specific, cumulative, and/or CMP PHT traffic impacts to the following six intersections:

- Carrillo Street/U.S. 101 southbound ramps
- Carrillo Street/U.S. 101 northbound ramps
- Mission Street/U.S. 101 southbound
- Garden Street/U.S. 101 northbound ramps
- Castillo Street/Haley Street/U.S. 101 northbound ramp
- Castillo Street/U.S. 101 southbound ramps

**Required Mitigation and Adopted Condition of Approval**

The MND identified mitigation for the significant impact resulting from increased PHT. The mitigation was made a condition of approval for the project, as follows:

- I. Prior to issuance of any building permit for the project, an annual transit pass program shall be established and the funding committed by the City Council. Prior to occupancy of the Parking Lot 6 structure and parking offices, the annual transit pass program shall be funded, implemented and fully operational in accordance with the following minimum requirements:

*The annual transit passes shall be in the form of a credit card that shall be distributed free of charge to Downtown employees. The pass shall allow the user an unlimited number of rides on MTD buses and shuttles. The passes shall be compatible with the new electronic fareboxes to be installed on MTD buses, so that usage of passes can be monitored (frequency of use per ticketholder, routes most frequently used, stops where users enter, employer information, and residential zip codes of users). The City Parking Program shall initially fund the purchase of 10,100 passes for distribution to Downtown employees. All downtown employers and employees shall be eligible to obtain a pass.*

*Data on use of passes shall be collected on an on-going basis. A report shall be prepared quarterly during the first year of the program and annually thereafter by the applicant and reviewed and approved by the City Transportation Planning Division and the City Environmental Analyst on pass usage based on farebox data collected by MTD. Based on the results of the report, in the event that the City Parking Program contribution to pass program does not continue to reduce project traffic by at least 229 Peak Hour Trips (PHTs) and 985 Average Daily Trips (ADTs) and the identified peak hour impacts at specific intersections, the City Parking Program shall implement additional measures to maintain the effectiveness of the program in a manner approved by the City Council. These additional measures shall be implemented within 90 days of the release of each report and may include (but shall not be limited to):*

1. *Purchasing and distributing additional passes to Downtown employees or other program modifications increase effectiveness (such as funding increased transit service frequency (headways));*
2. *Funding additional targeted marketing efforts for the pass program;*
3. *Increasing parking fees at City garages by:*
  - a. *Raising hourly rates;*
  - b. *Decreasing the free period;*

- c. *Charging additional fees for vehicles that enter or exit during peak hours.*
4. *Reducing the free period for on-street parking.*
5. *Implementing carpool incentives for carpools of three or more.*

*Monitoring of the program including any additional measures shall be continuous. The effectiveness of the program shall be reported and the program adjusted as necessary quarterly for the first year of the program and annually thereafter. The City Parking Program's contribution to the annual pass program shall continue for the life of the Lot 6 parking structure unless an alternative City program is funded and implemented that is equally effective in reducing project traffic and air quality impacts and has been approved by the Planning Commission as an amendment to the Conditions of Approval for the Lot 6 project.*

#### **Discussion of Need for Substitute Mitigation and Revised Condition of Approval**

Subsequent to approval of the Granada Garage project, the transit pass program, MyRide, was established.

The MyRide program components include:

- Annual budget of \$350,000
- 10,100 passes available to downtown workers for unlimited rides.

In November 2005 the Granada Garage opened. The Granada Garage is operating at approximately 10% occupancy and is not expected to operate at full operational (85%) capacity for approximately two to three years.

The Transportation Division provided a report on the MyRide program. Status of MyRide is:

- Only issued 3,300 passes of the 10,100 passes
- Only 2,300 of the 3,300 are active (i.e. the pass has been used at least once). MyRide passes are activated on the first transit trip and then need to be reactivated after one year from that date. Inactive passes are those that either have never been used by the person they were issued to, or they have been used and have since expired.
- Only 980 of the 2,300 active are currently in use (In use means that the pass is used on a consistent basis).
- Projected cost for FY 06 is \$225,000
- 980 active passes are estimated to potentially offset approximately 200 PHT.

Because of the low user rate of the MyRide program, and because of more recent transit industry research (confirmed by a recent survey of residents of the South Coast) that suggests that the peak-period ridership response is significantly increased due to service changes (i.e. increasing headways) rather than a fare change (i.e. free fare as with MyRide), the MTD Enhanced Transit Subcommittee and City Transportation Division is requesting that the MyRide program be replaced by a number of transit service enhancements as follows:

**Table 1  
 Enhanced Transit Subcommittee Recommendations**

Line/Item	Transit Improvement	PM PHT*	Status
Crosstown Shuttle	New line	140	Implemented 7/01
Lines 1 & 2	Increase to 10-minute peak headways	130	Scheduled to begin 1/07
Mesa Loop	New line (3-yr test period)	40	Scheduled to begin 1/07
Total Estimated PM PHT		310	

\*Source: MTD Staff

The mitigation / condition is proposed to be amended as follows:

G. ~~Prior to issuance of any building permit for the project, an annual transit pass program shall be established and the funding committed by the City Council. Prior to occupancy of the Parking Lot 6 structure and parking offices, the annual transit pass program shall be funded, implemented and fully operational in accordance with the following minimum requirements:~~

~~The annual transit passes shall be in the form of a credit card that shall be distributed free of charge to Downtown employees. The pass shall allow the user an unlimited number of rides on MTD buses and shuttles. The passes shall be compatible with the new electronic fareboxes to be installed on MTD buses, so that usage of passes can be monitored (frequency of use per ticketholder, routes most frequently used, stops where users enter, employer information, and residential zip codes of users). The City Parking Program shall initially fund the purchase of 10,100 passes for distribution to Downtown employees. All downtown employers and employees shall be eligible to obtain a pass.~~

**The City Parking Program shall fund the following transit enhancements:**

Line/Item	Transit Improvement	PM PHT*	Timing/Status
Crosstown Shuttle	New line	140	Implemented 7/01
Lines 1 & 2	Increase to 10-minute peak headways	130	Scheduled to begin 1/07
Mesa Loop	New line (3-yr test period)	40	Scheduled to begin 1/07
Total Estimated PM PHT		310	

\*Source: MTD Staff

~~Data on use of passes the transit enhancements shall be collected on an on-going basis. A report shall be prepared quarterly during the first year of the program and annually thereafter by the applicant and reviewed and approved by the City Transportation Planning Division and the City Environmental Analyst on pass usage based on farebox data collected by MTD. Based on the results of the report, in the event that the City Parking Program contribution to pass program transit enhancements does not continue to reduce project traffic by at least 229 Peak Hour Trips (PHTs) and 985 Average Daily Trips (ADTs) and the identified peak hour impacts at specific intersections, the City Parking Program shall implement additional measures to maintain the effectiveness of the program in a manner approved by the City Council. These additional measures shall be implemented within 90 days of the release of each report and may include (but shall not be limited to):~~

1. ~~Purchasing and distributing additional passes to Downtown employees or other program modifications increase effectiveness (such as f~~Funding increased transit service frequency (headways);
2. ~~Funding additional targeted marketing efforts for the pass program~~ **transit enhancements**;
3. Increasing parking fees at City garages by:
  - a. Raising hourly rates;
  - b. Decreasing the free period;
  - c. Charging additional fees for vehicles that enter or exit during peak hours.
4. Reducing the free period for on-street parking.
5. Implementing carpool incentives for carpools of three or more.

Monitoring of the program including any additional measures shall be continuous. The effectiveness of the program shall be reported and the program adjusted as necessary quarterly for the first year of the program and annually thereafter. The City Parking Program's contribution to the ~~annual pass program~~ **transit enhancements** shall continue for the life of the Lot 6 parking structure unless an alternative City program is funded and implemented that is equally effective in reducing project traffic and air quality impacts and has been approved by the Planning Commission as an amendment to the Conditions of Approval for the Lot 6 project.

#### Analysis of Substitute Mitigation / Condition of Approval

The transit service enhancements shown above in Table 1 will mitigate 310 PM PHT, more than offsetting the 229 PM PHT identified in the MND. The City Transportation staff have reviewed the routes of the enhanced lines together with the MND identified impacted intersections and determined that the percentage of trips at each impacted intersection reasonably correlates to the number of new bus trips in each direction and destination. While the additional transit ridership distribution does not directly emulate the city-wide distribution of the garage trips as forecasted in the MND, the distribution of the new ridership directly offsets the number of trips at each impacted intersection.

The MyRide program will be phased out beginning in September 2006 as existing passes begin to expire. In its place, free 10-Ride Passes will be available to downtown workers. It is difficult at best to predict the potential offset to PH PHT from the 10-Ride Pass program, but it is estimated to be at least as successful as the existing MyRide program (estimated at approximately 200 PHT).

#### **CHANGES IN ENVIRONMENTAL CIRCUMSTANCES**

Since the approval of the previous project, there have been no significant changes to environmental circumstances.

#### **CEQA FINDING**

Based on the above review of the project, in accordance with State CEQA Guidelines Section 15612, no Subsequent Negative Declaration or Environmental Impact Report is required for the current project, because new information and changes in circumstances, project description, impacts and mitigations are not substantial and do not involve new significant impacts or a substantial increase in the severity of previously identified impacts.

MND Addendum  
Granada Garage--1221 Anacapa Street  
August 17, 2006  
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This Addendum identifies the minor change to the project conditions of approval and minor changes to project mitigation measures. This Addendum, together with adopted Final Mitigated Negative dated May 1, 2001, constitute adequate environmental documentation in compliance with CEQA for the current project.

Prepared by: \_\_\_\_\_ Date: \_\_\_\_\_

Debra Andaloro, Environmental Analyst



CITY OF SANTA BARBARA  
COMMUNITY DEVELOPMENT DEPARTMENT  
FINAL MITIGATED NEGATIVE DECLARATION - MST1999-00909

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970," as amended to date, this Final Mitigated Negative Declaration has been prepared for the following project:

**PROJECT LOCATION:** 1221 Anacapa Street (City Parking Lot 6)

**PROJECT PROPONENT:** City of Santa Barbara Public Works Department

**PROJECT DESCRIPTION:** The project involves construction of a new 575-space public parking structure to replace an existing 215 space (210 public spaces, 5 private) surface parking lot. Entrances to the structure would be located on Anapamu and Anacapa Streets. The structure would have 4½ levels of above-grade parking and two levels below grade. The maximum height of the structure would vary from 42.6 feet near the Anapamu Street entrance to 32 feet near Anacapa Street. Two paseos on the north and west sides of the structure would also be provided. The project also involves construction of two two-story office buildings on the north and east sides of the structure totaling 7,960 square feet for the City parking program and other City offices. The project also includes a 1,370 square foot bike station, public restrooms and a shared trash facility for the parking structure, offices and surrounding businesses.

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**NEGATIVE DECLARATION FINDING:**

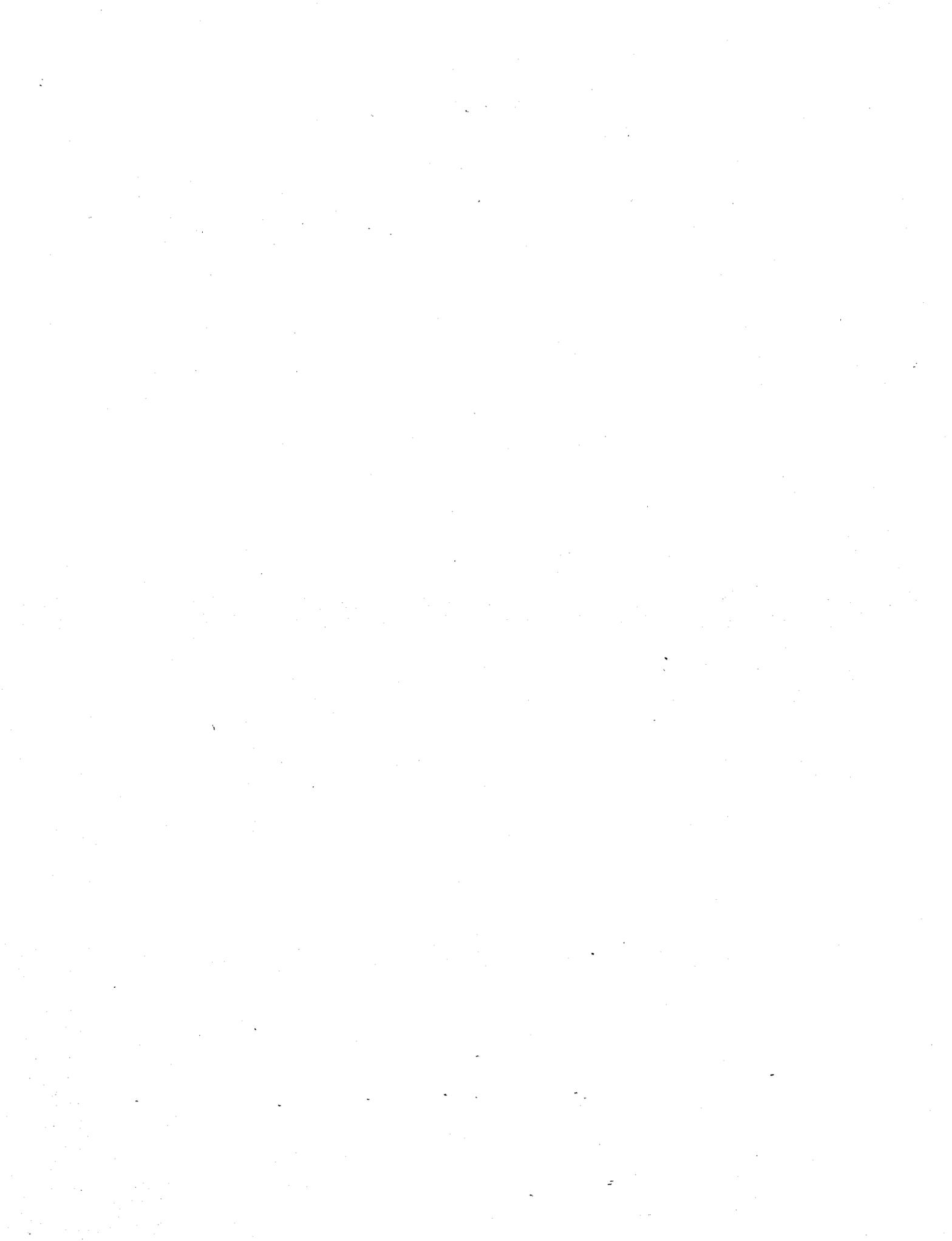
Based on the attached Initial Study prepared for the proposed project, it has been determined that the proposed project will not have a significant effect on the environment.

\_\_\_\_\_  
Environmental Analyst

\_\_\_\_\_  
Date

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CITY OF SANTA BARBARA  
COMMUNITY DEVELOPMENT DEPARTMENT  
PLANNING DIVISION

INITIAL STUDY/ENVIRONMENTAL CHECKLIST MST1999-00909

PROJECT TITLE: CITY PARKING LOT 6 STRUCTURE

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 project involves construction of a new 575-space public parking structure to replace an existing 215 space (210 public spaces, 5 private) surface parking lot. Entrances to the structure would be located on Anapamu and Anacapa Streets. The structure would have 4½ levels of above-grade parking and two levels below grade. The maximum height of the structure would vary from 42.6 feet near the Anapamu Street entrance to 32 feet near Anacapa Street. Two paseos on the north and west sides of the structure would also be provided. The project also involves construction of two two-story office buildings on the north and east sides of the structure totaling 1,960 square feet for the City parking program and other City offices. The project also includes a 1,370 square foot bike station, public restrooms and a shared trash facility for the parking structure, offices and surrounding businesses.

APPLICANT/PROPERTY OWNER NAME AND ADDRESS

City of Santa Barbara Public Works Department  
630 Garden Street  
P.O. Box 1990  
Santa Barbara, CA 93102-1990

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

The project is located at the existing City Parking Lot 6, located at 1221 Anacapa Street.

ENVIRONMENTAL SETTING

The project site is an existing City surface parking lot located in the downtown area. The site is primarily paved, and contains some ornamental trees and landscaping. The project site is located mid-block and is adjacent to the Granada Theater and existing retail, restaurant and office buildings. The project site is across Anacapa Street from the existing County Administration Building. The Santa Barbara County Courthouse, which is listed on the National Register of Historic Places, is located one block to the southeast of the project site.

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**PROPERTY CHARACTERISTICS**

Assessor's Parcel Numbers:	039-183-034, -037, and -038	General Plan Designation:	General Commerce/Major Public and Institutional
Zoning:	C-2 Commercial Zone	Parcel Size:	72,105 square feet (1.66 acres)
Existing Land Use:	Surface public parking lot	Proposed Land Use:	Public parking structure
Slope:	Generally level		
Surrounding Land Uses:			
North:	Law college, residential hotel, retail shops, restaurant		
South:	Santa Barbara Public Library, Santa Barbara Museum of Art		
East:	Santa Barbara County Administration Building, Santa Barbara County Courthouse		
West:	Granada Theater, retail shops, restaurants, offices		

**PLANS AND POLICY DISCUSSION**

The project site has a General Plan designation of General Commerce/Major Public and Institutional. The proposed public parking structure, City offices and bike station are consistent with that land use designation. The site is located in the C-2 General Commerce Zone. Public parking facilities are a permitted use in the C-2 Zone. The proposed project meets all other requirements of the C-2 Zone.

The discretionary action to approve the project is a Development Plan pursuant to Santa Barbara Municipal Code (SBMC) §28.87.300 and City Charter Section 1508. The new floor area associated with the project for the City offices, public restrooms and bicycle station is proposed to be allocated from the Community Priority category. To receive a floor area allocation from this category, the City Council must determine that the project is necessary to meet a present or projected need directly related to public health, safety and welfare.

Chapter 8 of the Circulation Element (Downtown Parking) identifies the need to manage the Downtown parking supply to support the economic vitality of the Downtown business district while sustaining and enhancing its historical and livable qualities. Toward this end, the Circulation Element includes policies and implementation strategies to manage the Downtown parking supply to reduce the need for employee parking while increasing the availability of customer parking. Additionally, Circulation Element Implementation Strategy 8.3.1 recommends identifying possible areas for expanding Downtown parking to decrease the parking deficit north of Carrillo Street. A complete analysis of the project's consistency with the Circulation Element, other City General Plan elements (including the Land Use, Conservation, and Noise Elements) and other City plans and policies will be provided in the Planning Commission Staff Report for the project.

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MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

Mitigation Monitoring and Reporting Program has been prepared for the subject project in compliance with Public Resources Code §21081.6. The MMRP is attached herewith as Exhibit 3.

**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.

Significant, avoidable: Potentially significant impacts which can be mitigated to less than significant levels.

Less Than Significant: Impacts which are not considered significant.

1. AESTHETICS.	NO	YES
Could the project:		Level of Significance
a) Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?		Less Than Significant
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?		Less Than Significant
c) Create light or glare?		Less Than Significant

*Discussion:*

1a. Aesthetic quality, whether a project is visually pleasing or unpleasing, is perceived and valued differently from one person to the next and is affected by the context of the environment in which the project is proposed. Thus, the significance of aesthetic impacts is assessed based on considering the proposed physical change and project design, with the context of the surrounding visual setting. Under CEQA, the evaluation of a project's potential visual impacts is limited to views of the project from public (as opposed to private) viewsheds.

The project site is located in the urbanized portion of the Downtown. The project area is characterized by a mix of office, retail and governmental buildings ranging from one to eight stories in height. The majority of surrounding buildings in the area are three or fewer stories in height and are well below the 60-foot height limit

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mandated by the C-2 Commercial Zone and the City Charter. Like most of the Downtown, most buildings in the immediate project area are constructed immediately adjacent to the sidewalk and to each other, with little or no setback provided. Exceptions to this pattern in the immediate project vicinity are the County Courthouse, which is four stories in height, but is deeply set back from the street on all sides, and the public library, which is two stories above ground and fronted by a large plaza.

Throughout the Downtown, glimpses of the Santa Ynez Mountains occur intermittently from various locations on the public streets and sidewalks. Mountain views are most often visible for motorists and pedestrians when looking eastward on the majority of east-west running Downtown streets, with views being more prominent at street intersections. Mountain views are also present across a number of public spaces, such as across De La Guerra Plaza, the Courthouse Sunken Gardens and Figueroa Street mid-block in the vicinity of the Courthouse, and Canon Perdido Street in the vicinity of the Presidio and the U.S. Main Post Office. Mountain views are also visible across a number of surface parking lots (such as the Cota Street Commuter Lot) and some undeveloped and underdeveloped lots. However, broad, uninterrupted vistas of the mountains are generally not typical of the Downtown area.

The proposed project would replace an existing mid-block surface parking lot with a four-level parking structure ranging in height from 32 feet at Anacapa Street to 42 feet near the Anapamu Street entrance. Currently, the view of the site is of an open area used for public parking, and containing some perimeter trees and landscaping. The project site is not in the vicinity of any designated scenic highways or roadways eligible for designation as a scenic highway. However, the proposed project would be visible from a number of surrounding public viewing areas. Visual simulations of the proposed parking structure and offices from four public view locations have been prepared and are provided in Exhibit 4. A description and analysis of projects impacts from these viewpoints is provided below.

View Location 1 (Courthouse Tower): The Santa Barbara County Courthouse Tower, which is 100 feet high, provides an important public scenic vista of Downtown Santa Barbara. Currently, the existing surface parking lot and the backs of buildings that front State and Victoria Streets (including the 8-story Granada Building) are visible from this vantage point. The proposed parking structure and office building would replace this existing view. Vehicles parked on the roof of the structure would be visible from this vantage point. The proposed parking structure would not block background views of State Street or the Arlington Theater tower. From this viewpoint, the structure represents an infill project similar in height to the surrounding development. The change in view would not constitute a substantial change in visual character of quality. Therefore the proposed project would result in a less than significant impact on Downtown views from the Courthouse Tower.

View Location 2 (Corner Victoria and Anacapa Streets): In general, the proposed project would not be visible from Victoria Street due to the presence of intervening buildings along Victoria Street. The exception would be a brief view of the project near the intersection of Anacapa Street, from which the surface lot is currently visible. The current view is of the existing parking lot, cars, trees and other landscaping, which provides a brief area of openness with an urbanized block. From this vantage point, the proposed Anacapa entrance to the new parking structure and the proposed parking offices fronting Anacapa Street would be visible. The change in view would constitute a minor loss of openness within the urbanized block. The proposed structures would be similar in scale and context to other development in the general area. Impacts would be less than significant from this view location.

View Location 3 (Corner Anapamu and Anacapa Streets): From this vantage point, the proposed bicycle station, the Anacapa exit to the parking structure, and parking offices would primarily be visible. Again, the proposed structures would be similar in context to other structures in the general area. Impacts would be less than significant from this view location.

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View Location 4 (Mid-block Anapamu Street near Public Library): A partial view of the Santa Ynez Mountains is currently visible along the sidewalk mid-block on the south side of Anapamu Street for approximately 150 feet (encompassing approximately 1/3 of the total block face) in the vicinity of the Public Library. The view is partially obstructed by street trees and other vegetation. The view extends back approximately 20-30 feet into the library plaza. Farther back into the plaza, including the majority of the lawn and fountain area, the mountain view is completely obstructed by existing vegetation and structures.

The proposed parking structure would completely obstruct the partial mountain view currently present at this location. However, the view at this location is relatively minor and limited in character when compared to the mountain views visible along most east-west Downtown street vehicle and pedestrian corridors and from a number of other public spaces in the Downtown area.

For comparative purposes, a simulation was prepared by the applicant of a hypothetical 18-foot high one-story building on the vacant remainder lot fronting Anapamu Street (Exhibit 5). The hypothetical building was set back 28 feet from the existing curb face. This simulation demonstrates that even minimal development of the vacant lot in the future would result in complete blockage of this limited view, even in the absence of the proposed parking structure.

The project is located in the Downtown area, where buildings are typically constructed 2-3 stories and 25-40 feet in height and frequently obstruct mountain views. Further, a number of more prominent mountain views exist throughout the Downtown from public streets and sidewalks and from other large public spaces. Therefore, although the sidewalk and library plaza constitute a public viewpoint, given the limited quality of the mountain view at this location, the loss of mountain views, though adverse, would be less than significant. The change in view would also constitute a minor loss in openness within the urbanized block.

1b. The project site is located in the El Pueblo Viejo Landmarks District. As such, the project is subject review by the Historic Landmarks Commission (HLC) for consistency with Santa Barbara Municipal Code Chapter 22.22 (Historic Structures) and the El Pueblo Viejo Landmark District Design Guidelines.

The Historic Structures Ordinance applies to all new construction and exterior changes in the El Pueblo Viejo District. In general, new and altered structures must be consistent to one of the architectural styles included in the Ordinance. These styles include California Adobe, Spanish Colonial Revival and Monterey Revival, as they were developed in Santa Barbara between the period 1915 to 1930. In addition to the Historic Structures Ordinance, the El Pueblo Viejo Design Guidelines contain standards for architectural character, and design criteria for signage, lighting and landscaping.

The proposed project, which is designed in the Spanish Colonial Revival architectural style, was conceptually reviewed by the HLC on January 19, March 15, and October 25, 2000. On October 25, 2000, the HLC gave positive comments on the project's size, bulk and scale, landscaping and architectural design. Additional review of the proposed facility by HLC for consistency with the Historic Structures Ordinance and Design Guidelines would be required by SBMC Chapter 22.22 following Development Plan approval and prior to issuance of a building permit. Any outstanding issues pertaining to the details of the project design and its consistency with the Ordinance and Guidelines would be addressed at that time.

1c. The proposed parking structure and paseos would be lighted for the safety and security of parking lot users and pedestrians consistent with the City's Lighting Ordinance. The amount and intensity of the lighting would be similar that currently used in the surrounding commercial area and would not vary significantly from the amount of lighting used for the existing surface parking lot. The lighting plan for the project is subject to review and approval by the Historic Landmarks Commission and would be subject to the City Lighting

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Ordinance provisions which require lighting to be shielded and directed to remain on the site. Impacts would be less than significant.

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

*Discussion:*

2a. The Federal Clean Air Act Amendments of 1970 established National Ambient Air Quality Standards (NAAQS) for six "criteria pollutants." These include photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter, and lead. The California Clean Air Act of 1977 created stricter California Ambient Air Quality Standards (CAAQS) for the state. Additionally, the California Air Resources Board has designated areas of the state that are in attainment or nonattainment of the CAAQS. An area is in nonattainment for a pollutant if the applicable CAAQS for that pollutant has been exceeded more than once in three years.

Presently, the County of Santa Barbara is in nonattainment with CAAQS for ozone (O<sub>3</sub>) and particulate matter (PM<sub>10</sub>). Ozone is formed in the atmosphere through a series of photochemical reactions involving oxides of nitrogen [NO<sub>x</sub>] and reactive organic compounds [ROC], referred to as ozone precursors, and sunlight occurring over a period of several hours. Sources of PM<sub>10</sub> include mineral quarries, grading demolition, agricultural tilling, road dust, and vehicle exhaust. There are also heavily congested intersections within the City that may approach the California 1-hour standard of 20 parts per million for carbon monoxide (CO) during peak traffic hours.

For environmental review purposes, the City of Santa Barbara uses the Santa Barbara County Air Pollution Control District's (APCD) thresholds of significance for air quality impacts. The APCD has determined that a proposed project will not have significant air quality impact on the environment, if:

Operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for ROC and NO<sub>x</sub>, 80 pounds per day for PM<sub>10</sub>. For CO, the significance threshold may be triggered if the project contributes more than 800 peak hour trips to an individual intersection; and
- Emit less than 25 pounds per day of ROC or NO<sub>x</sub> from motor vehicle trips only; and
- Not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone); and
- Not exceed the APCD health risks, public notification thresholds adopted by the APCD Board; and

- Be consistent with the adopted federal and state air quality plans for Santa Barbara.

Short-Term (Construction) Impacts: The project would involve grading, paving, and landscaping activities which could cause localized nuisance dust-related impacts and result in increases in particulate matter (PM<sub>10</sub>). **Dust-related impacts are considered potentially significant, but mitigable with the application of standard dust control mitigation measures.**

Construction equipment would also emit NO<sub>x</sub> and ROC. The County of Santa Barbara considers all construction-related NO<sub>x</sub> emissions in the County to represent approximately six percent of annual Countywide NO<sub>x</sub> emissions and therefore construction related emissions are insignificant (1993 Santa Barbara County Rate of Progress Plan). In order for NO<sub>x</sub> and ROC emissions from construction equipment to be a significant environmental impact, a proposed project would need to involve extensive use of construction equipment over an extended period of time. Further, construction emissions from land development projects throughout the South Coast Air Basin have been assumed in the 1998 Clean Air Plan (CAP) and have therefore been considered in County ozone attainment planning.

Construction for the proposed project would occur over approximately a 15-month period. Given the limited size and duration of the proposed project, and the types of construction equipment proposed, emissions of NO<sub>x</sub> and ROC from construction are estimated utilizing the URBEMIS7G computer model to be less than 20 tons per year. Based on these calculations, impacts from construction emissions would be less than significant.

Long-Term (Operational Emissions) Impacts: Long-term project emissions primarily stem from motor vehicles associated with the project and from stationary sources which may require permits from the APCD. The proposed project does not contain any stationary sources that require permits from APCD. Based on the traffic analysis prepared by Wilbur Smith and Associates (WSA) (August 2000) the proposed project would result in 2,224 new average daily trips (ADTs) and 229 new peak hour trips (PHTs). **Utilizing the URBEMIS7G computer model, it is estimated that the proposed project would generate 47.33 pounds per day of NO<sub>x</sub> and 60.83 pounds per day of ROC. Therefore, the proposed project would result in emissions of both NO<sub>x</sub> and ROC greater than 25 lbs./day and would result in a significant effect on the environment.** Traffic and Circulation Mitigation Measure T-1 (See Section 11, Traffic and Circulation below) is identified to reduce the number of new ADTs generated by the project to approximately 1,239. Utilizing URBEMIS7G, long term vehicle emissions after implementation of Mitigation Measure T-1 are estimated to be 22.35 pounds per day of ROC and 17.36 pounds per day of NO<sub>x</sub>; **therefore with mitigation air quality impacts would be reduced to less than significant levels.** Mitigation Measure AQ-6 requiring energy efficiency measures would also serve to lessen long-term air quality effects resulting from the project. Because the proposed project would generate less than 800 peak hour trips to an existing congested intersection, CO impacts would be less than significant.

2.b. Sensitive receptors are defined as children, elderly, or ill people which can be more adversely affected by air quality problems. Types of land uses typically associated with sensitive receptors include schools, parks, playgrounds, child care centers, retirement homes, convalescent homes, hospitals, and clinics.

The proposed project site is located within and adjacent to areas frequented by individuals which may be defined as sensitive receptors. As stated above under 2.a., the proposed project does not contain any stationary sources. The project site would be used for parking, similar to its current use. Long-term project air quality impacts from vehicle emissions would be reduced to less than significant levels, through implementation of Mitigation Measures T-1 and AQ-6, as discussed above. Construction of the proposed project will generate PM<sub>10</sub> which will be reduced to a less than significant level through application of dust control mitigation

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measures. The incremental increase in emissions generated by the project would constitute relatively small amounts of these pollutants, resulting in a less-than-significant exposure of sensitive receptors to pollutants.

2.c. The proposed project does not contain any features with the potential to emit odorous emissions from sources such as cooking equipment, combustion or evaporation of fuels, sewer systems, or solvents and surface coatings. The proposed shared trash facility would be fully enclosed and would replace a number of existing open dumpsters currently located on the project site.

Consistency with the Clean Air Plan: Consistency with the Clean Air Plan (CAP) is required under CEQA for all projects. Proposed projects subject to 1998 CAP consistency determinations include a wide range of activities such as commercial, industrial, residential, and transportation projects. By definition, consistency with the CAP, means that direct and indirect emissions associated with the project are accounted for in the CAP's emissions growth assumptions and the project is consistent with policies adopted in the CAP. The CAP relies primarily on the land use and population projections provided by the Santa Barbara County Association of Governments and Air Resources Board on-road emissions forecast as a basis for vehicle emission forecasting. If a commercial or industrial project does not incorporate appropriate CAP Transportation Control Measures, does not incorporate applicable stationary source control measures, and/or is inconsistent with APCD rules and regulations, then the project is inconsistent with the CAP and may have a significant impact on air quality.

The proposed project incorporates appropriate CAP Transportation Control Measures through implementation of Mitigation Measure AQ-6 and is consistent with other applicable APCD rules and regulations. Therefore, the proposed project is consistent with the CAP.

*Mitigation Measure(s):*

AQ-1. During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

AQ-2. Trucks transporting fill material to and from the site shall be covered from the point of origin.

AQ-3. The haul route(s) for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Engineer.

AQ-4. After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by:

- A. Seeding and watering until grass cover is grown;
- B. Spreading soil binders;
- C. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;
- D. Other methods approved in advance by the Air Pollution Control District.

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AQ-5. All roadways, driveways, sidewalks, etc., ~~shall~~ ~~should~~ be paved as soon as possible. Additionally, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

AQ-6. Prior to issuance of a building permit, the City Planning and Building and Safety Divisions ~~shall~~ ~~should~~ ensure that the proposed building plans incorporate energy efficiencies in the project design. The following are some measures which should be incorporated into project building plans unless the applicant provides evidence, to the satisfaction of the City Planning and Building and Safety Divisions, that incorporation of a specific measure is not feasible:

- a) The installation of low NO<sub>x</sub> residential water heaters and space heaters per specifications in the 1998 Clean Air Plan;
- b) The installation of heat transfer modules in furnaces;
- c) The use of light colored water-based paint and roofing materials;
- d) The installation of solar panels for water heating systems and other facilities and /or the use of water heaters that heat water only on demand;
- e) The use of passive solar cooling/heating;
- f) The use of natural lighting;
- g) Use of concrete or other non-pollutant materials for parking lots instead of asphalt;
- h) Installation of energy-efficient appliances and lighting;
- i) Installation of mechanical air conditioners and refrigeration units that use non-ozone depleting chemicals;
- j) Use of landscaping to shade buildings;
- k) Installation of sidewalks and bike paths;
- l) Installation of covered bus stops to encourage use of mass transportation;
- m) Space and electrical outlets to accommodate electric vehicle charging facilities within the parking structure;
- n) Installation of information kiosks, displaying in bilingual format, bus schedules and public education information on air quality issues and promoting the use of alternative transportation; and incentives for employees or discounts for patrons who use alternative transportation.

#### *Residual Impact:*

Based on the project traffic analysis prepared by Wilbur Smith and Associates (WSA), issuance of 10,100 transit passes as to downtown employees would decrease the number of net new Average Daily Trips resulting from the project to 1,239 ADT (a net reduction of 985 ADT). Mitigation Measure T-1 requires quarterly reporting of transit pass use during the first year of the program and annual monitoring thereafter to determine the trip reduction levels achieved. If the above levels are not achieved, Mitigation Measure T-1 provides for application of additional measures until the identified levels of trip reduction have been achieved. Based on consultation with the Santa Barbara County APCD and utilizing the URBEMIS7G computer model, it is estimated that implementation of the transit pass program in conjunction with the proposed project would reduce net new air quality emissions to 17.36 pounds per day of NO<sub>x</sub> and 22.35 pounds per day of ROC. As a result, the proposed project would result in emissions of NO<sub>x</sub> and ROC of less than 25 lbs./day. Therefore, with implementation of Mitigation Measure T-1, potential significant air quality impacts from vehicle emissions would be reduced to adverse, but less than significant impacts. Although not quantifiable, implementation of Mitigation Measure AQ-6 would further reduce long-term air quality impacts resulting from the project.

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Implementation of Mitigation Measures AQ-1 through AQ-5 would reduce the adverse short-term effects of dust generation during construction to an adverse, but less than significant level.

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

*Discussion:*

3a.-e. The project site is currently developed with a paved parking lot and is located in an existing urban area. The only existing vegetation on the site is ornamental trees (typically ornamental pears), shrubs and ground cover landscaping associated with the existing parking lot. The site vegetation may provide a minor habitat source for urban wildlife, such as bird species, but does not constitute a significant natural habitat or biological resource. The site contains no known protected species, and no locally designated, Landmark or specimen trees. The existing vegetation would be removed and new landscaping would be provided. No impacts to biological resources would result from the proposed project.

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

*Discussion:*

4a. According to the City's Master Environmental Assessment, the project site is located in the Spanish/Mexican Period Sensitivity Zone for subsurface archaeological resources. A Phase I Cultural Resources

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records search and surface survey of the project site was conducted by Science Applications International Corporation (SAIC) for the project site and accepted by the City's Historic Landmarks Commission. The Phase I Study concluded that a variety of residential dwellings and outbuildings were constructed in the vicinity of the project area as early as the mid-1880's and continued through as late as 1931. A 1956 aerial photograph indicates that many of these historic structures had been removed by that time and the majority of the area was already in use as parking. The City acquired the property in 1967 and constructed Parking Lot #6. Two soil borings indicate that some areas of the site have been disturbed to a depth of four to six feet, but the depth of disturbance likely varies across the parking lot because of differential historic uses and construction activities. SAIC concluded that despite these disturbances, intact residential foundations and historic features such as privies could be located beneath Parking Lot #6. **The possible presence and disturbance of intact historic deposits or intact structural remains represents a potentially significant impact.** The Phase I Study identifies mitigation measures to reduce potential impacts from the proposed project (CR-1 through CR-6, below).

4b. The proposed project is located one block northwest of the Santa Barbara County Courthouse, which is designated on the National Register of Historic Places and as a City Landmark. The parking structure would be partially visible from the Courthouse Tower, as discussed under Aesthetic Impacts, above. Existing views of the project site from the tower consist of the existing surface parking lot, vegetation and the backs of buildings along Victoria Street. Because of the proposed mid-block location of the proposed parking structure and existing intervening structures in the project vicinity, views of the courthouse from adjacent streets and public viewing places would not be obstructed by the project. Based on consultation with the City's Urban Historian, the project would not affect the context or historic character of the Courthouse. Therefore, impacts to the Courthouse would be less than significant.

The project would also be adjacent to the Granada Building, which is eligible for designation as a City Landmark. Proposed changes in grade necessary for the parking garage entrance from Anapamu Street would result in the need to lower the stage door and two smaller doors to the Granada Theater. These changes would be relatively minor and have been incorporated into the Master Plan under preparation for the Granada Building, which will be subject to review and approval by the Historic Landmarks Commission (HLC). Based on consultation with the City's Urban Historian, impacts to the Granada Building would be less than significant.

4c. The project site has no known ethnic or religious uses or significance.

*Mitigation Measure(s):*

CR-1: Prior to the issuance of any building permits, the applicant shall contract with a City-approved archaeologist for preparation of an Extended Phase 1 Subsurface survey and for monitoring during all ground disturbing activities associated with the project, including, but not limited to, grading, excavation, trenching, vegetation or paving removal and ground clearance in the areas identified in the Cultural Resources Study prepared for this site by SAIC dated March 29, 2000. The contract shall establish a schedule for monitoring and a report to the City Environmental Analyst on the findings of the monitoring. Contract(s) shall be subject to the review and approval of the Environmental Analyst.

CR-2: To determine if any remnants of previous structures are present, an Extended Phase 1 Subsurface survey shall be conducted by a City-qualified archaeologist prior to issuance of a building permit for excavation for the proposed parking structure and offices. To provide for adequate exposure of any buried cultural materials, mechanically excavated trenches shall be employed. The survey shall focus on areas in the immediate vicinity of the sites where the former historic structures were located. If the Extended Phase 1 Subsurface Survey identifies intact archaeological deposits that will be affected by the project, then their significance shall be evaluated through Phase 2 Significance Assessment investigations and any necessary mitigation measures

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identified in accordance with City Master Environmental Assessment procedures. The Phase 2 Report shall be submitted for approval by the Historic Landmarks Commission (HLC).

CR-3: If the proposed project will adversely impact significant archaeological resources as identified through a Phase 2 Significance Assessment, then a Phase 3 data recovery plan shall be prepared, accepted by the City Environmental Analyst and the Historic Landmarks Commission, and implemented. That portion of the Phase 3 program that requires work on-site shall be completed prior to continuing construction in the affected area. If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted consulted, and shall remain present during all further subsurface disturbance in the area of the find. If the discovery consists of potentially human remains, the Santa Barbara County Coroner and the California Native American Heritage Commission must also be contacted. Work in the area may only proceed after authorization is granted by the Environmental Analyst.

Any archaeological resources recovered from the site shall be curated at the Central Coast Information Center (CCIC). All curation costs shall be borne by the property owner.

CR-4: Prior to issuance of a building permit, the applicant shall schedule for the City-approved archaeologist/s presence during demolition of the existing parking lot and construction of the multi-level parking structures. All ground disturbing activities within 30 meters of the historic period structures or any other intact archaeological deposits shall be monitored by the City-approved archaeologist, consistent with the requirements of the Phase 1 Cultural Resources Survey prepared by SAIC and dated March 29, 2000. If cultural resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified. The archaeologist shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, including but not limited to redirection of grading and/or excavation activities. If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted consulted, and shall remain present during all further subsurface disturbance in the area of the find. If the discovery consists of potentially human remains, the Santa Barbara County Coroner and the California Native American Heritage Commission must also be contacted. Work in the area may only proceed after authorization is granted by the Environmental Analyst. If the findings are potentially significant, a Phase 3 recovery program and/or other mitigation shall be prepared, accepted by the Environmental Analyst and the Historic Landmarks Commission and implemented as described in CR-3, above.

CR-5: Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel. If such cultural resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and a City-approved archaeologist shall be consulted. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, including but not limited to redirection of grading and/or excavation activities. If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted consulted, and shall remain present during all further subsurface disturbance in the area of the find. If the discovery consists of potentially human remains, the Santa Barbara County Coroner and the California Native American Heritage Commission must also be contacted. Work in the area may only proceed after authorization is granted by the Environmental Analyst. If the findings are potentially significant, a Phase 3 recovery program and/or other mitigation shall be prepared and accepted by the Environmental Analyst and the Historic Landmarks Commission and implemented as described in CR-3, above.

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CR-6: A final report on the results of the archaeological monitoring shall be submitted by the City-approved archaeologist to the Environmental Analyst within 180 days of completion of the monitoring and prior to the issuance of the Certificate of Occupancy (Final Inspection), whichever is earlier.

*Residual Impact:* With implementation of Mitigation Measures CR-1 through CR-6, impacts to potential cultural resources would be less than significant.

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

*Discussion:*

5a.-g. According to the City's Master Environmental Assessment (MEA), the project site is located in an area of low liquefaction potential. The project site is not located in an area subject to fault rupture, tsunami run-up, seiche, landslides, mudslides, subsidence or expansive soils. Ground disturbance would involve excavation and removal of approximately 33,000 cubic yards of earth to construct the below grade parking. This fill material would be exported off-site to construction sites requiring fill material. Construction activities, including grading and export of fill, would be regulated by a City Building permit and standard grading, drainage and erosion control measures would apply. The excavation would result in a permanent change in the site's topography, but there would be no significant geotechnical impacts or hazards associated with this change.

A preliminary geotechnical study was prepared for the proposed project by Padre and Associates (February 2000). The study determined that the site is underlain by medium dense to dense granular soils and stiff to hard fine-grained soils. No groundwater was encountered in the explorations made during the study, including borings to depths of 47 and 51.5 feet. Some areas of artificial fill, ranging in depth from less than 12 inches to approximately six feet were encountered. These materials included aggregate base and asphaltic concrete from construction of the parking lot, to concrete rubble, most likely from demolition of previous uses on the site. This fill material would be removed during the site excavation for the project. Project design and construction would be required to comply with Uniform Building Code Standards for earthquake safety. With incorporation of the construction shoring and structural recommendations contained in the preliminary geotechnical study, geophysical impacts would be less than significant.

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

*Discussion:*

6a.-e. The project site is not identified on any of the lists enumerated under Section 65962.5 of the Government Code including, but not limited to, lists of hazardous waste facilities, land designated as hazardous waste property, and hazardous waste disposal sites. There are no known sources of public health or safety hazards on, or in close proximity to, the site. The project site has been used as a paved parking lot since the 1950's. Pre-1950's uses included residences, a church and possibly some small businesses. If any subsurface hazardous materials are uncovered during site excavation, standard State and City procedures and requirements would apply regarding worker safety and material disposal. No significant quantities of hazardous substances would be used as part of operation of the parking structure and associated uses. Minor quantities of cleansers, fertilizers and pesticides would be used during maintenance of the facility, but would not pose a public risk and would be subject to standard disposal requirements. The project site is not located in a high fire hazard area. No impacts pertaining to hazards would result from the proposed project.

7. NOISE.  Could the project result in:	NO	YES
		Level of Significance
a) Increases in existing noise levels?	•	Less Than Significant
b) Exposure of people to severe noise levels?	•	Less Than Significant

*Discussion:*

7a.-b. Noise guidelines are established in the City's General Plan Noise Element and in Chapter 9.16 of the Santa Barbara Municipal Code (Noise Ordinance). The Noise Element establishes the maximum acceptable exterior Day-Night Noise Level ( $L_{dn}$ ) for residential uses at 60 dB(A) and at 45 dB(A) for interior noise levels. For most commercial land uses, the maximum acceptable exterior  $L_{dn}$  is 75 dB(A) and for interior noise levels is 50 dB(A)  $L_{dn}$ . For parks, the maximum acceptable exterior  $L_{dn}$  is 65 dB(A). It is important to note that these guidelines are intended for long-term, permanent land uses, and do not necessarily apply to temporary

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construction activities. The Noise Ordinance regulates construction noise and stationary mechanical equipment noise.

The  $L_{dn}$  averages the varying sound levels occurring over the 24-hour day and gives a 10 decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of intrusive noise levels during nighttime hours. Since  $L_{dn}$  is a 24-hour average noise level, an area could have sporadic loud noise levels above 60 dB(A) which average out over the 24-hour period. CNEL is similar to  $L_{dn}$  but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and  $L_{dn}$  values usually agree with one another within 1 dB(A).

The Equivalent Noise Level ( $L_{eq}$ ) is a single noise level which, if held constant during the time period, would represent the same total energy as a fluctuating noise.  $L_{eq}$  values are commonly expressed for periods of one hour, but longer or shorter time periods may be specified.

#### Long-term (Operational) Impacts:

The proposed parking structure would replace an existing public surface parking lot in a Downtown location. Surrounding land uses include a mix of government and institutional uses, including County offices, the Santa Barbara County Courthouse and the public library, retail stores and restaurants, offices and a residential hotel. Operational noise levels from the proposed facility would be similar to those from the existing lot, although the facility would have the capacity to hold more vehicles. Vehicle noise from within the structure would be partially shielded by the structure itself and by the new office buildings that would be located on the north and east sides of the structure. The lot would operate similarly to other existing parking structures located throughout the Downtown and immediate area. Deliveries and trash collection would occur similar to existing conditions, with delivery and trash collection vehicles arriving at varying times throughout the day. The proposed joint trash collection area would be fully enclosed and insulated so that compactor noise would not affect surrounding uses. Long-term noise impacts on surrounding uses would be less than significant.

#### Short-term (Construction) Impacts:

Heavy construction equipment can generate noise levels in the range of 80 to 85 dBA at a distance of 50 feet, while shorter more impulsive noises from other construction equipment can be higher, to over 100 dBA. Noise levels produced by construction equipment vary substantially depending on the type of equipment used and on their operation and maintenance. Some typical examples of construction noise levels are provided in Table 1 below (summarized from Harris, 1979):

Equipment	Noise Level (dBA at 50 feet)
Compactor (roller)	70-87
Front loaders	70-96
Backhoes	70-94
Tractors	74-96
Scrapers, graders	75-96
Pavers	82-92
Trucks	69-96
Concrete mixers	72-90
Concrete pumps	74-85
Cranes (moveable)	74-95
Cranes (derrick)	85-88
Pumps	69-80
Generators	69-82
Compressors	68-87
Pneumatic wrenches	82-88
Jackhammers and drills	68-105

While it would be difficult to estimate the exact mix of construction equipment and activities for the proposed project, it is reasonable to expect that the operation of equipment on-site would commonly generate noise levels in the range of 90 dBA at 50 feet. The proposed project would not require any pile driving during construction, which can greatly increase construction noise levels. As with all construction projects, the noise levels would be intermittent in nature, varying in character and duration throughout the 15-month construction period. Further, noise sources would occur in different portions of the property at different times during the construction period. In the earlier stages of construction, noise from grading equipment and truck traffic would dominate. After clearing and grading of the site is complete, construction noise would become more varied and intermittent. Noise levels would be greater on days when major concrete pours take place.

The 28 residential units located in the Victoria Hotel are located within 50 feet from the construction area and would be subject to high noise levels for periods during the 15-month construction period. In addition, adjacent retail and office uses and nearby County governmental offices and the City library would be subject to construction noise from the project. The project site is located in a Downtown area, where periodic construction activities are a normal and expected occurrence. The City's Noise Ordinance limits noise generating construction activities to between the hours of 8:00 p.m. and 7:00 a.m. Given the Downtown location of the project and the short-term and intermittent nature of construction activities, nuisance noise impacts from construction activities are considered adverse but less than significant. To minimize reduce short-term construction noise impacts to nearby residents and others, restrictions on construction hours, notification of construction scheduling to surrounding areas, and requirements for equipment mufflers and maintenance are recommended in the Mitigation Measures, below.

*Recommended Mitigation Measure(s):*

N-1: At least 20 days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses and residents within 450 feet of the project area. The notice shall contain a description of the proposed project, a construction schedule including days and hours of construction, the name and phone number of the Project Environmental Coordinator (PEC) who can answer questions, and provide additional information or address problems that may arise during construction. A 24-hour

construction hot line shall be provided. Informational signs with the PEC's name and telephone number shall also be posted at the construction site on Anacapa and Anapamu Streets and be provided for residents at the Victoria Hotel and patrons of the City Library and County Administration Building.

- N-2: Noise generating construction activity shall be prohibited Saturdays, Sundays, and holidays and between the hours of 4 p.m. to 7 a.m. except night work between the hours of 4 p.m. to 7 a.m. on weekdays as allowed under Mitigation N-4. Holidays are defined as those days which are observed by the City of Santa Barbara as official holidays by City employees. Non-noise generating construction activity is herein defined as construction activities wholly conducted within the interior of an enclosed building, and which are not audible from the exterior of the building.
- N-3: All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices and sound control devices and techniques such as noise shields and blankets shall be employed as needed to reduce the level of noise to surrounding businesses and residents.
- N-4: The applicant shall provide written notice to all property owners, businesses and residents within 300 feet of the project and the City Planning and Building Divisions at least 48 hours prior to commencement of any night work between the hours of 4 p.m. and 7 a.m. weekdays. Night work shall not be permitted on weekends and holidays.

*Residual Impact:* Implementation of the recommended mitigation measures would minimize the temporary, less than significant impacts resulting from construction activities associated with the project.

8. POPULATION AND HOUSING.		NO	YES
Could the project:			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)?	✓	
b)	Displace existing housing, especially affordable housing?	✓	

*Discussion:*

8a.-b. The project is located in an existing intensely developed portion of Santa Barbara's Downtown where all public infrastructure is currently in place. The purpose of constructing a parking structure at this location is to alleviate an existing parking shortage in the immediate Downtown area. Similarly, the associated offices would provide adequate space for existing City Staff. Therefore, the project would not result in growth-inducing impacts. No housing would be displaced by the proposed project.

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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?	✓	
b) Police protection?	✓	
c) Schools?	✓	
d) Maintenance of public facilities, including roads?	✓	
e) Other governmental services?	✓	
f) Electrical power or natural gas?	✓	
g) Water treatment or distribution facilities?	✓	
h) Sewer or septic tanks?		Less Than Significant
i) Water distribution/demand?		Less Than Significant
j) Solid waste disposal?		Less Than Significant

*Discussion:*

9a.-g. The proposed project would not result in significant additional demand for public services, including police and fire protection, schools, public facilities maintenance, electrical power, natural gas and water distribution and treatment. Existing City Staff and facilities (Police, Fire, Public Works) can accommodate service to the expanded parking facilities at the site. Utilities are available at the site and can be extended to the structure.

9h. The proposed project includes public restrooms and restroom facilities for the proposed offices which would be connected to the City sewer system. According to the Public Works Water Resources Division, sewage generation for non-residential projects is approximately 83.86% of water usage (the remaining 16.14% is used for landscaping, etc., and is not captured by the sewage system). The project's estimated net new water use is 0.9 acre feet/yr, or 803 gallons/day (See 9.i below). It is estimated that the project will produce approximately 673 net new gallons of sewage per day. The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day. The daily average flow at the El Estero Treatment Plant in 1999 was approximately 8.2 million gallons per day. The City has available treatment capacity that can accommodate project sewer generation. The project will have a less than significant impact on the City's sewer system.

9i. Water supply and distribution for the project would be provided by the City of Santa Barbara water system. The City of Santa Barbara's water supply comes from the following sources, with the actual share of each determined by availability and level of customer demand: Cachuma Reservoir and Tecolote Tunnel, Gibraltar Reservoir and Mission Tunnel, 300 Acre Feet per Year (AFY) of contractual transfer from Montecito Water district, groundwater, State Water Project entitlement, desalination, and recycled water. Conservation and efficiency improvements are projected to contribute to the supply by displacing demand that would otherwise have to be supplied by additional sources. In 1994, based on the comprehensive review of the City's water supply in the Long Term Water Supply Alternatives Analysis (LTWSAA), the City Council approved the Long Term Water Supply Program (LTWSP). The LTWSP identifies the projected water demand for Santa

Barbara, quantifies water savings through the City's Water Conservation program and identifies and quantifies reliable water sources to meet the projected water demand for a twenty-year planning period ending in 2009.

The LTWSP outlines a strategy to use the water sources listed above to meet the projected demand of 17,900 AFY (including 1,500 AFY of demand projected to be met with conservation) plus a 10 percent safety margin for a total of 19,700 AFY. Therefore, the target for the amount of water the system will actually have to supply during the planning period (and is potentially capable of supplying), including the safety margin, is 18,200 AFY. For the calendar year 1999, the demand as measured by the system production was 14,566 Feet (AF). Of this total system production, 13,784 AF was potable water and 782 AF was reclaimed water production.

The existing development on the site demands approximately 0.1 AFY of water for landscaping. The proposed project is estimated to demand 1.0 AFY for all proposed uses and landscaping (based on the City's Water Demand Factor and Conservation Study "User's Guide" Document No. 2). Therefore, the change in water use would be approximately 0.9 AFY. The potential increase in demand of 0.9 AFY would not significantly impact the City's water supply.

9j. Most of the solid waste generated in the City is transported on a daily basis to seven landfills located around the County. The County of Santa Barbara, which operates the landfills, has developed thresholds related to the impacts of development on remaining landfill capacity. The County's thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. The County assumes a 1.2% annual increase (approximately 4000 tons per year) in solid waste generation over the 15-year period.

The County's threshold for project specific impacts to the solid waste system is 196 tons per year (this figure represents 5% of the expected average annual increase in solid waste generation [4000 tons/year]). Source reduction, recycling, and composting can reduce a project's waste stream by as much as 50%. If a proposed project generates 196 or more tons per year after reduction and recycling efforts, impacts would be considered significant and unavoidable.

Proposed projects with a project specific impact as identified above (196 tons/year or more) would also be considered cumulatively significant, as the project specific threshold of significance is based on a cumulative growth scenario. However, as landfill space is already extremely limited, any increase in solid waste of 1% or more of the expected average annual increase in solid waste generation [4000 tons/year], which equates to 40 tons per year, is considered an adverse cumulative impact.

Using methodology and factors in the County's Environmental Thresholds and Guidelines Manual (1995), the proposed project's estimated annual solid waste generation is 21 tons per year. This amount of solid waste is anticipated to result in a less than significant project specific and cumulative impacts.

The proposed project would incorporate a shared enclosed trash facility with recycled material storage facilities, which would be used by the proposed project as well as a number of surrounding buildings, including the Granada Building, Coffee Cat and the Victoria Hotel. The availability of recycled materials storage may encourage recycling by the surrounding businesses.

As stated above, landfill space is extremely limited and all efforts should be employed to reduce solid waste. Therefore, mitigation measure PS-1 is recommended for the proposed project which would further reduce the proposed project's solid waste stream.

*Recommended Mitigation Measure:*

PS-1: Prior to issuance of a building permit for any project component, a solid waste management plan shall be prepared by the project applicant and reviewed and approved by the City Community Development

Department. The plan should identify feasible measures to address the construction and operation of the parking lot, bicycle station and office uses which may include, but are not limited to, the following:

- Provision of space and/or bins for storage of recyclable materials within the project site. This information ~~shall~~ ~~should~~ be shown on the building plans and installed as a part of the proposed project's improvements.
- Development and implementation of a plan for collection of recyclable materials on a regular basis.
- Development of Source Reduction Measures, indicating the method and amount of expected reduction.
- Implementation of a program to purchase recycled materials used in association with the proposed project (paper, newsprint, etc.). This could include requesting suppliers to show recycled material content.
- Implementation of a monitoring program (quarterly, bi-annually) to attain and maintain a 35-50% minimum participation in recycling efforts.
- Implementation of a composting landscape waste reduction program.
- Requirements for construction and demolition waste source reduction and recycling to the maximum extent feasible.

*Residual Impact:* With implementation of recommended mitigation measure PS-1, the less than significant solid waste disposal impacts would be minimized.

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

*Discussion:*

10a.-b. The project will not affect any existing parks or recreation facilities and will not increase demand for these facilities. No impacts to recreation would result from the proposed project.

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

*Discussion:*

11 a. Traffic flow on urban streets is most constrained at intersections. Therefore, the analysis of traffic impacts for a proposed project examines the operating conditions of intersections near a project site during peak travel periods (typically 4:00-6:00 p.m. on weekdays in the Downtown). The operating conditions of a given intersection, are characterized as "Levels of Service" (LOS) A through F. LOS A represents very good operating conditions and LOS F indicates poor operation with heavy congestion. Level of service for signalized intersections is measured using Intersection Capacity Utilization (ICU) methodology, which determines the capacity of each lane group approaching an intersection. From this information, a volume to capacity (v/c) ratio is established for that lane group. Then, an overall volume to capacity (v/c) ratio for the intersection is calculated based on the individual v/c ratios of the critical intersection movements. The relationship between v/c and LOS is provided in Table 11-1 below.

Table 11-1

Level of Service (LOS)	Volume to Capacity ratio (v/c)
A	0.60
B	0.61-0.70
C	0.71-0.80
D	0.81-0.90
E	0.91-1.00
F	>1.00

For purposes of environmental review, the City has adopted LOS "C" and a v/c ratio of 0.77 as the point at which there is a potential for significant environmental impacts to occur. Significant project related traffic impacts may result if there is an increase of the v/c ratio by .01 or more to an intersection that already exceeds 0.77 v/c. A considerable contribution to a cumulative traffic impact would occur if a project adds any additional traffic to an impacted intersection.

traffic analysis was prepared for the proposed project by Wilbur Smith and Associates (WSA) (Exhibit 6). The City typically uses Institute of Transportation Engineers (ITE) Trip Generation Manual trip generation rates to calculate the number of peak hour trips generated by a specific land use. However, ITE does not have a trip generation rate for parking structures, because parking structures typically do not generate vehicle trips in

absence of other land uses. Instead, parking structures can be considered to function as "trip facilitators," with the true trip generators being the surrounding uses that they serve, such as Downtown cultural attractions, private businesses, and government offices. However, although the parking structure proposed for Lot 6 by itself may itself not generate new trips, there may be some individuals who are currently not travelling Downtown to shop, dine, or conduct business because of limited parking in the general vicinity of Parking Lot 6. Therefore, as a reasonable worst case assumption, WSA estimated the number of new peak hour trips that may result from constructing additional public parking at Parking Lot 6 to meet this latent demand for parking. An estimate of 0.7 peak hour trips per parking space was developed by WSA based on a number of sources. These sources included entry/exit counts from existing City parking facilities, including the existing Lot 6 surface facility and the existing parking structure at Lot 2, questionnaire surveys of Downtown employees and customers, Weant and Levinson's standard reference *Parking*, and rates observed at parking structures in other cities.

Trip generation for the proposed City offices was assessed using the standard ITE trip generation rate of 3.4 vehicles trips per thousand square feet for general office uses. WSA also estimated a reduction in peak hour trips resulting from current usage of the City Parking Program's new 10-ride transit pass and development of the proposed bicycle station. Table 11-2 summarizes WSA's trip generation estimates by project component. As shown in Table 11-2, the new uses associated with project are forecast to generate approximately 229 net new peak hour trips (PHT).

**Table 11-2  
Forecast Project Trip Generation**

Land Use	ADT	P.M. Peak Hour		
		Inbound	Outbound	Total
360 net new parking spaces	2160	101	151	252
Adjustment for transit passes	-73	-4	-19	-23
Adjustment for bicycle station	-60	-5	-22	-27
8,000 sq. ft. City offices	197	4	23	27
<b>TOTAL</b>	<b>2.224</b>	<b>96</b>	<b>133</b>	<b>229</b>

The estimated 229 net new peak hour trips were distributed through 14 intersections in the Downtown area to determine potential changes in intersection levels of service as a result of the proposed project. The trip distribution was based on residential zip code data obtained during a recent City parking facility users intercept survey conducted by TenEyck and Company. Based on predominant travel patterns, routes between these residential zip code areas and the project site were developed by WSA and the percent distribution of net new peak hour trips was established through each study area. The effects of the project's net new peak hour trips on the 14 study area intersections are shown in Table 11-3, below.

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**Table 11-3**  
**Existing Plus Project**  
**Intersection PM Peak Hour Levels of Service**

Study Intersections	Existing		Existing + Project	
	LOS	v/c ratio	LOS	v/c ratio
1. Carrillo Street/Chapala Street	B	0.67	B	0.68
2. Carrillo Street/U.S. 101 northbound ramps	C	0.80	C	0.80
3. Carrillo Street/U.S. 101 southbound ramps	C	0.79	C	0.80
4. Mission Street/U.S. 101 northbound ramps	C	0.71	C	0.71
5. Mission Street/U.S. 101 southbound ramps	E	0.93	E	0.94
6. Garden Street/U.S. 101 northbound ramps	B	0.66	B	0.66
7. Garden Street/U.S. 101 southbound ramps	A	0.59	A	0.60
8. Garden Street/Gutierrez Street	C	0.71	C	0.73
9. Garden Street/Haley Street	B	0.70	C	0.71
10. Castillo Street/Haley Street/U.S. 101 northbound ramp	D	0.82	D	0.82
11. Castillo Street/U.S. 101 southbound ramps	C	0.75	C	0.75
12. Milpas Street/Carpinteria Street/U.S. 101 northbound ramps (roundabout)	A	0.60	A	0.60
13. Milpas Street/Indio Muerto Street/U.S. 101 southbound on-ramp	A	0.52	A	0.52
14. Milpas Street/U.S. 101 southbound off-ramp	A	0.51	A	0.51

As shown in Table 11-3, above, currently four study area intersections operate with a v/c ratio greater than 0.77. These intersections are the Carrillo Street/U.S. 101 northbound and southbound ramps, Mission Street/U.S. 101 southbound ramps, and Castillo Street/Haley Street/U.S. 101 northbound ramp. The proposed project would result in an increase in v/c ratio of at 0.01 at two of these intersections (Carrillo Street/U.S. 101 southbound ramps and Mission Street/U.S. 101 southbound ramps); therefore a project-specific significant impact would result at these intersections.

Transit service improvements identified in the Metropolitan Transit District (MTD)'s South Coast Transit Plan (1998) have been funded and are currently being implemented that would increase transit linkages Downtown. By providing annual transit passes to Downtown employees, Mitigation Measure T-1 would reduce the number of peak hour trips generated by the project at identified impacted intersections and would thereby lessen the number of new peak hour trips traveling through impacted intersections to less than significant levels.

Cumulative Traffic: Cumulative traffic growth would occur as the result of other new development in the project area in addition to the proposed project. A list of 105 projects that are either approved or pending was developed by the City Planning Division. The trips associated with these cumulative projects was then distributed through the 14 study area intersections. Table 11-4 shows estimated level of service and delay at the study area intersections as a result of the cumulative projects alone and with the proposed project.

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Table 11-4  
 Cumulative Plus Project  
 Intersection PM Peak Hour Levels of Service

Study Intersections	Cumulative		Cumulative + Project	
	LOS	v/c ratio	LOS	v/c ratio
1. Carrillo Street/Chapala Street	B	0.68	B	0.68
2. Carrillo Street/U.S. 101 northbound ramps	D	0.85	D	0.86
3. Carrillo Street/U.S. 101 southbound ramps	D	0.89	D	0.90
4. Mission Street/U.S. 101 northbound ramps	C	0.73	C	0.73
5. Mission Street/U.S. 101 southbound ramps	E	0.97	E	0.97
6. Garden Street/U.S. 101 northbound ramps	D	0.81	D	0.81
7. Garden Street/U.S. 101 southbound ramps	B	0.67	B	0.67
8. Garden Street/Gutierrez Street	C	0.77	C	0.78
9. Garden Street/Haley Street	B	0.70	C	0.71
10. Castillo Street/Haley Street/U.S. 101 northbound ramp	E	0.92	E	0.92
11. Castillo Street/U.S. 101 southbound ramps	D	0.90	D	0.90
12. Milpas Street/Carpinteria Street/U.S. 101 northbound ramps (roundabout)	B	0.67	B	0.68
13. Milpas Street/Indio Muerto Street/U.S. 101 southbound on-ramp	A	0.54	A	0.54
14. Milpas Street/U.S. 101 southbound off-ramp	A	0.53	A	0.53

As shown in Table 11-4, above, six study area intersections would operate with a v/c ratio greater than 0.77 under the cumulative project scenario. These intersections are Carrillo Street/U.S. 101 northbound and southbound ramps, Mission Street/U.S. 101 southbound ramps, Garden Street/U.S. 101 northbound ramps and Castillo Street/U.S. 101 northbound and southbound ramps. **The proposed project would result in additional traffic at these intersections; therefore a significant cumulative impact would result. Mitigation Measure T-1 would reduce the number of peak hour trips generated by the project and would thereby lessen the number of new peak hour trips traveling through impacted intersections to less than significant levels.**

Congestion Management Plan: In June 1990, California voters approved Proposition 111, which increased funding for California's transportation system and provided new transportation planning requirements. Urbanized counties (including Santa Barbara County) are required to prepare, adopt and biennially update a Congestion Management Program to address increasing traffic congestion on California's highways and principal arterials through a coordinated approach involving state, regional, county and transportation and land use agencies, transit providers and air pollution control districts. The CMP is also intended to facilitate an integrated approach to programming transportation improvements. The Santa Barbara County CMP applies to all cities and the unincorporated area of the County. The Santa Barbara County Association of Governments (SBCAG) is responsible for preparing and implementing the Santa Barbara County CMP and for annually monitoring cities and the County for conformity with its requirements. In general, Cities and Counties have a vested interest in developing and implementing the CMP because compliance with the CMP program is a prerequisite for obtaining federal, state and local funding for transportation improvements. The CMP is updated biennially to address legislative changes and to allow SBCAG to assess the various program elements to ensure

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the mandated programs are implemented in the most cost-effective manner for each agency. The last update of the Santa Barbara County CMP occurred in May 1998.

The CMP identifies a CMP roadway system for the County that includes all state highways and principal arterials that facilitate inter-community and intra-community travel within the County. The CMP also establishes minimum roadway level of service standards (LOS D or the existing LOS of the roadway, whichever is worse). The CMP requires each jurisdiction to monitor the LOS of its CMP intersections. When a CMP intersection or roadway segment is monitored as operating at LOS E or lower, the city or the county where the deficient segment is located must prepare a deficiency plan specific to that location. The deficiency plan must include an analysis of the causes of the deficiency, a list of improvements needed to maintain the minimum LOS standard or other actions that contribute to significant improvements in air quality, cost estimates for the actions or improvements, and an implementation schedule.

The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Program (CMP) system. The following presents the results of the CMP analysis pursuant to the guidelines set forth in the Congestion Management Program.

*CMP Thresholds:*

1. For any roadway or intersection operating at LOS A or B, a decrease of two levels of service resulting from the addition of project-generated traffic is considered significant.
2. For any roadway or intersection operating at LOS C, project-added traffic is considered significant if it results in LOS D or worse.
3. For intersections operating at LOS D, E, or F, the following impact significance thresholds apply:

Level of Service	Project-Added Peak Hour Trips
LOS D	20
LOS E	10
LOS F	10

CMP intersection thresholds are calculated using Highway Capacity Manual (HCM) methodology which calculates levels of service based on average seconds of delay.

4. For CMP roadway segments, the following thresholds apply:

Level of Service	Project-Added Peak Hour Trips
LOS D	100
LOS E	50
LOS F	50

The only CMP roadway segment within the study area is U.S. Highway 101. WSA estimated that the proposed project would generate a total increase of 45 P.M. peak hour trips on Highway 101 south of the project area (south of Milpas Street) and 39 P.M. peak hour trips north of the project area (north of Mission Street). Because fewer than 50 project-added peak hour trips would be added to any segment of Highway 101, no further analysis of CMP roadway segments was necessary.

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Eleven of the 14 study intersections are components of the CMP network. The existing levels of service for these intersections using HCM methodology is provided in Table 11-5 below (WSA memo, December 2000 and St. Francis Medical Office Project Final EIR, October 2000).

**Table 11-5**  
**CMP Existing P.M. Peak Hour Levels of Service**  
**(Highway Capacity Manual (HCM) methodology)**

Intersection	Level of Service	Delay (sec/veh.)
1. Carrillo Street/U.S. 101 northbound	D	25.0
2. Carrillo Street/U.S. 101 southbound	C	15.4
3. Mission Street/U.S. 101 northbound	C	17.1
4. Mission Street/U.S. 101 southbound	D	36.9
5. Garden Street/U.S. 101 northbound	C	18.9
6. Garden Street/U.S. 101 southbound	B	14.6
7. Castillo Street/U.S. 101 northbound	C	17.2
8. Castillo Street/U.S. 101 southbound	C	19.9
9. Milpas Street/Carpinteria/U.S. 101 northbound	B	12.5
10. Milpas/Indio Muerto/U.S. 101 southbound on	B	9.5
11. Milpas Street/U.S. 101 southbound offramp	B	11.7

As noted in Table 11-5 above, two CMP intersections are operating at Level of Service D using HCM methodology. **The project would result in 22 additional peak hour trips to the Mission Street/Highway 101 southbound intersection and 50 peak hour trips to the Carrillo Street/Highway 101 northbound intersection; therefore a significant CMP impact would result at these intersections. Mitigation Measure T-1 would reduce the number of peak hour trips generated by the project and would thereby lessen the number of new peak hour trips traveling through impacted intersections.**

Further, the City has approved deficiency plans for these intersections. The Mission Street/Highway 101 Interchange Deficiency Plan involves implementation of the Westside/Eastside Electric Shuttle program and the Crosstown Electric Shuttle programs and installation of bicycle lanes on Mission Street. The Carrillo Street/Highway 101 Interchange Deficiency Plan ~~involved~~ included two alternatives involving construction of a free right turn lane at the northbound on-ramp to Highway 101 and an auxiliary lane between the Carrillo Street on-ramp and the Arrellaga Street off-ramp. Both deficiency plans have been approved and funded, except for the bicycle lane improvements, which are requested to be funded through the 2001 State Transportation Improvement Program (STIP). In addition to the intersection deficiency plans, a deficiency plan is also currently under development for Route 101.

Construction Impacts: The project would also generate construction-related traffic. This would occur over the construction period and would vary depending on the stage of construction. Short-term construction-related traffic impacts would be temporary and less than significant; however recommended mitigation measures T-2 and T-3 are included to avoid truck trips through residential neighborhoods and to schedule construction trips outside of peak hours to further reduce the project's incremental contribution to traffic impacts.

11b and e. The proposed parking structure design and a parking lot queuing study prepared by WSA (Exhibit 7) has been reviewed by the Transportation Division for adequate safe access for both vehicles and pedestrians. The Anapamu Street entrance/exit would be set back approximately 135 feet from the sidewalk on Anapamu Street to avoid conflicts caused by vehicles queuing over the sidewalk or into the street. Additionally, a

sidewalk would separate pedestrians entering the garage from vehicle traffic. Along Anacapa Street, the vehicle entrance has been also been set back to prevent conflicts resulting from vehicle queuing. The Anacapa Street vehicle exits have been located to provide sufficient visibility for both drivers and pedestrians. Impacts pertaining to traffic safety would be less than significant.

The proposed project would include a number of amenities for pedestrian and bicycle circulation. The project would include a 1,370 square foot bicycle station with the capacity to provide secure bicycle parking for up to 400 bicycles, repair services, lockers, changing rooms, sale of bicycle supplies and bicycle rentals. In terms of pedestrian circulation, the project would also provide a signalized mid-block crossing on Anapamu Street between the parking lot and the public library. Pedestrian access to the garage and remaining block would be provided via a series of sidewalks and paseo segments which are designed to separate pedestrians from vehicle traffic. As noted above in section 11b., the garage entrances and exits have been designed to avoid conflicts with pedestrians. Therefore the proposed project would not result in the creation of new barriers to pedestrians and bicyclists.

11c. The proposed project has been reviewed by the City Fire Department for adequate emergency access. The project has been designed to provide sufficient access for fire vehicles to both the proposed parking structure and the rear of the adjacent 8-story Granada Building. The Anapamu Paseo would provide adequate width to allow temporary parking of set trucks at the stage door of the Granada Theater while still providing access for large fire vehicles necessary to serve the Granada Building in the event of a major fire. The slope of the Anapamu Paseo would be gradual (2%) to allow hook and ladder trucks to able to operate at the rear of the Granada Building. Other adjacent buildings would have sufficient fire access from surrounding streets. Impacts to emergency access would be less than significant.

11d. Long-term (Operational) Impacts: The proposed project would provide 360 additional public parking spaces, and would thereby increase available parking in the Downtown area. Therefore the proposed project would not result in insufficient parking capacity.

Short-term (Construction) Impacts: The proposed project would temporarily displace 210 existing public parking spaces during the 15-month construction period. In addition, parking and storage areas would need to be provided for the construction workers. **Therefore, a short-term significant impact to public parking would result from the proposed project.** Mitigation Measure T-4 would address short-term parking shortages that could result during project construction through implementation of a temporary alternative transportation and parking plan.

*Mitigation Measure(s):*

T-1: Prior to issuance of a building permit, an annual transit pass program shall be established and the funding committed. Prior to occupancy of the Parking Lot 6 structure and parking offices, the annual transit pass program shall be funded, implemented and fully operational:

The annual transit passes shall be in the form of a credit card that shall be distributed free of charge to Downtown employees. The pass shall allow the user an unlimited number of rides on MTD buses and shuttles. The passes shall be compatible with the new electronic fareboxes to be installed on MTD buses, so that usage of passes can be monitored (frequency of use per ticketholder, routes most frequently used, stops where users enter, employer information, and residential zip codes of users). The City Parking Program shall initially fund the purchase of 10,100 passes for distribution to Downtown employees. All downtown employers and employees shall be eligible to obtain a pass.

Data on use of passes shall be collected on an on-going basis. A report shall be prepared quarterly

during the first year of the program and annually thereafter by the applicant and reviewed and approved by the City Transportation Planning Division and the City Environmental Analyst on pass usage based on farebox data collected by MTD. Based on the results of the report, in the event that the City Parking Program contribution to pass program does not continue to reduce project traffic by at least 229 Peak Hour Trips (PHTs) and 985 Average Daily Trips (ADTs) and the identified peak hour impacts at specific intersections, the City Parking Program shall implement additional measures to maintain the effectiveness of the program. These additional measures shall be implemented within 90 days of the release of each report and may include (but shall not be limited to):

- Purchasing and distributing additional passes to Downtown employees or other program modifications increase effectiveness (such as funding increased transit service frequency (headways);
- Funding additional targeted marketing efforts for the pass program;
- Increasing parking fees at City garages by:
  - Raising hourly rates;
  - Decreasing the free period;
  - Charging additional fees for vehicles that enter or exit during peak hours;
- Reducing the free period for on-street parking.
- Implementing carpool incentives for carpools of three or more

Monitoring of the program including any additional measures shall be continuous. The effectiveness of the program shall be reported and the program adjusted as necessary quarterly for the first year of the program and annually thereafter. The City Parking Program's contribution to the annual pass program shall continue for the life of the Lot 6 parking structure unless an alternative City program is funded and implemented that is equally effective in reducing project traffic and air quality impacts and has been approved by the Planning Commission as an amendment to the Conditions of Approval for the Lot 6 project.

- T-2 Prior to issuance of a building permit, the route of construction-related traffic shall be approved by the Transportation Operations Division and the Environmental Analyst to minimize trips through surrounding residential neighborhoods.
- T-3: Construction-related truck trips shall not be scheduled during p.m. peak hours (4:00 p.m. to 6:00 p.m.) to help reduce truck traffic on adjacent streets and roadways.
- T-4 Prior to issuance of a building permit for the proposed project the applicant shall provide a final temporary alternative transportation and parking plan to fully replace the 210 public parking spaces that will be unavailable during the construction period and to provide sufficient parking to serve project construction workers. The temporary alternative transportation and parking plan shall demonstrate how the 210 displaced public parking spaces and the construction worker parking will be provided during the entire construction period. A draft plan shall be prepared prior to Planning Commission of the project and shall be distributed to the Planning Commission for review during consideration of the project. The plan shall be reviewed and approved by the City Transportation Planning Division and Environmental Analyst and shall be implemented throughout the entire construction period. The plan shall include the following mandatory elements:
- -A marketing and signage program to inform construction workers and Downtown customers and employees of the temporary parking and alternative transportation arrangements.

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- Provision of free off-street parking spaces for construction workers on-site or at an off-site remote location. If the remote parking area is more than three blocks from the project site, shuttle service to the construction site shall be provided.
- On-site or off-site storage shall be provided for construction materials and equipment. Storage of construction materials within the public right-of-way is prohibited.

Other elements of the plan necessary to mitigate the temporary loss of public parking could include (but shall not be limited to):

- Early implementation of Mitigation Measure T-1 (Superticket Program) in conjunction with MTD's planned expansion of the electric shuttle routes prior to occupancy of the parking structure.
- Temporary conversion of on-street parking on selected downtown streets within three blocks of the project site from parallel to angle parking. Possible locations could include Chapala Street between Figueroa and Victoria Street, Victoria Street between Chapala and Anacapa Streets, and Anapamu Street between Chapala and Anacapa Streets.
- Develop programs with the County to provide additional customer parking at County buildings or provide more County services over the phone, internet or at remote locations.
- Develop a temporary parking area for County employees and other Downtown employees at a remote location (such as the County Bowl). If the remote parking area is more than three blocks from the project site, shuttle service to employee workplaces shall be provided.
- In conjunction with employers in the project vicinity and Traffic Solutions, provide additional incentives for employees who use alternative modes of transportation or telecommute during the construction period (such as preferred parking for employees who carpool).
- Provide temporary downtown customer parking at remote sites. First preference shall be given to lots within a three block radius of the project site that may not be fully utilized during weekdays (such as church parking lots).
- Temporary conversion of existing public or private parking lots within three blocks of the project site to assisted (valet) parking for customers and employees to provide additional vehicle capacity, including the County lots, City Parking Lot 5, and the Louise Lowry Davis Center.

*Residual Impacts:*

Mitigation Measure T-1 would fully offset additional peak hour trips generated from the proposed project by increasing transit use by Downtown employees. This increase in transit use would be further enhanced by the planned and funded expansion of transit Downtown per MTD's South Coast Transit Plan. With implementation of Mitigation Measure T-1, no increases in p.m. peak hour trips would result at impacted intersections, as shown in Table 11-6. **Therefore, with implementation of Mitigation Measure T-1, significant project-specific, cumulative and CMP impacts would be reduced to less than significant levels.**

Recommended mitigation measures T-2 and T-3 would further reduce the project's short-term incremental contribution to cumulative impacts from construction traffic. **With implementation of Mitigation Measure T-4, short-term parking impacts from construction worker parking and displacement of existing public parking spaces in City Parking Lot 6 would be reduced to less than significant levels.**

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Table 11-6  
Existing and Cumulative  
Impacted Intersection P.M. Peak Hour Levels of Service  
With Mitigation

Intersection	Existing		Existing + Project		Existing + Project (Mitigated)		Cumulative		Cumulative + Project		Cumulative + Project (Mitigated)	
	LOS	v/c ratio	LOS	v/c ratio	LOS	v/c ratio	LOS	v/c ratio	LOS	v/c ratio	LOS	v/c ratio
Carrillo Street/U.S. 101 northbound ramps	C	0.80	C	0.80	C	0.80	D	0.85	D	0.86	D	0.85
Carrillo Street/U.S. 101 southbound ramps	C	0.79	C	0.80	C	0.79	D	0.89	D	0.90	D	0.89
Mission Street/U.S. 101 southbound ramps	E	0.93	E	0.94	E	0.93	E	0.97	E	0.97	E	0.97
Garden Street/U.S. 101 northbound ramps	B	0.66	B	0.66	B	0.66	D	0.81	D	0.81	D	0.81
Castillo Street/Haley Street/U.S. 101 northbound ramp	D	0.82	D	0.82	D	0.82	E	0.92	E	0.92	E	0.92
Castillo Street/U.S. 101 southbound off-ramp	C	0.75	C	0.75	C	0.75	D	0.90	D	0.90	D	0.90

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

*Discussion:*

12a.-c, e. The proposed parking structure would be located in an existing paved parking lot; therefore the project would not result in an increase in impervious surfaces leading to increased storm water run-off. The site currently drains to Anapamu Street. Site drainage would be collected in a new storm drain that would be extended from the Anapamu paseo to mid-block on State Street between Anapamu Street and Figueroa Street. Storm drain inlets would be equipped with filters or other devices approved by the City Engineer to intercept oil and other contaminants. Further, sump pumps within the lower levels of the parking structure would be equipped with interceptor devices that attract and absorb oils and collect trash. The proposed project would have less than significant impacts to the water environment.

12d. Groundwater was not encountered during the borings carried out for the preliminary geotechnical analysis prepared by Padre and Associates, which penetrated to depths of 47 and 51.5 feet respectively. The maximum depth of the parking structure would be approximately 30 feet; therefore, it is not anticipated that significant groundwater would be encountered during excavation for the parking structure. Sump pumps and standard waterproofing techniques would be applied to prevent future seepage into the structure. Impacts to groundwater would be less than significant.

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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 wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		✓
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)?		✓
d)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓

### INITIAL STUDY CONCLUSION

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

Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in the initial study have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

Case Planner/Initial Study Preparer: \_\_\_\_\_

Environmental Analyst: \_\_\_\_\_

Date: \_\_\_\_\_

#### Exhibits:

1. Site Plan
2. Vicinity Map
3. MMRP
4. Visual Simulations
5. Visual Simulation of Hypothetical Structure on Anapamu Street vacant lot
6. Traffic Study
7. Queuing Study

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## LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY

The following sources used in the preparation of this Initial Study are located at the Community Development Department, Planning Division, 630 Garden Street, Santa Barbara and are available for review upon request.

California Environmental Quality Act (CEQA) & CEQA Guidelines

General Plan Circulation Element

General Plan Conservation Element

General Plan Housing Element

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

Jarris, Cyril M. 1979. Handbook of Noise Control. 2<sup>nd</sup> Ed. McGraw Hill, New York, NY.

Institute of Traffic Engineers Parking Generation Manual

Institute of Traffic Engineers Trip Generation Manual

Local Coastal Plan (Main & Airport)

Master Environmental Assessment

Parking Design Standards

Phase I Cultural Resources Survey for the City of Santa Barbara Parking Lot #6; Science Applications International Corporation, March 29, 2000

Preliminary Geotechnical Study for the Lot 6 Parking Structure, Santa Barbara, California; Padre and Associates, February 2000

Santa Barbara Lot 6 Queuing Study, Wilbur Smith and Associates, August, 2000

Santa Barbara Lot 6 Traffic Study Final Report, Wilbur Smith and Associates, December, 2000

Santa Barbara Municipal Code & City Charter

St. Francis Medical Office Project Certified Final Environmental Impact Report, October 2000

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South Coast Transit Plan - Metropolitan Transit District (MTD), 1998

Special District Map

Uniform Building Code as adopted by City

Zoning Ordinance & Zoning Map

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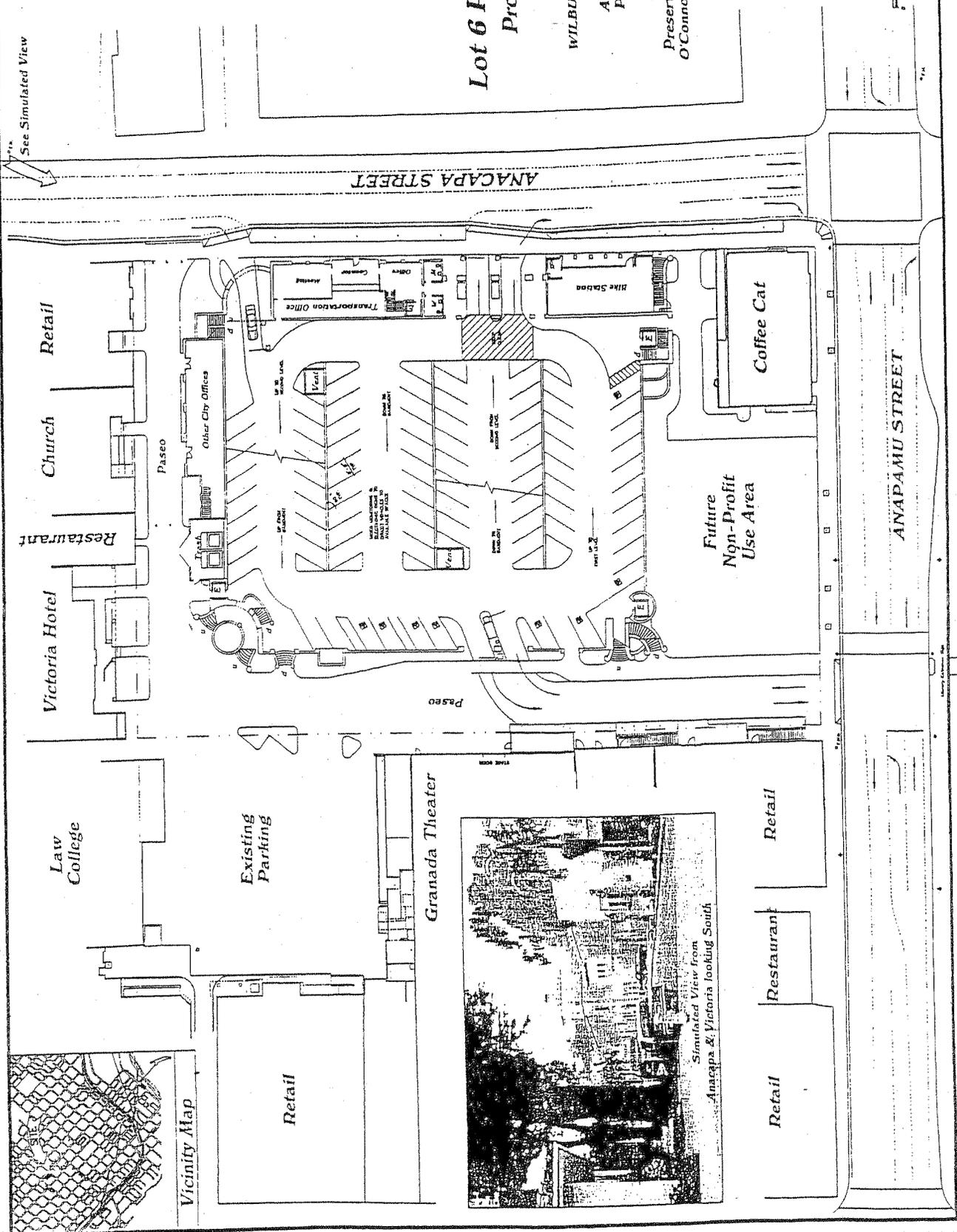
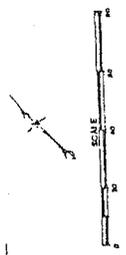
See Simulated View

**Statistics:**

Address	1221 Anacapa St
A.P.N.	059-18-34,37,38
Zoning	C-2
Site Area	72,105
Building Coverage	38,600 55%
Landscaping Area	15,366 19%
Paving Area	19,139 26%
Building Square Footage:	
Transportation Offices:	7,960
Restrooms	200
Bike Station	1,570
Utility	500
Trash	600
Ancillary S.F.	10,350
Parking	219,300
Parking Stalls	210
Ex. Public	5
Ex. Private	560
Added Public	
Total Parking	575

# Lot 6 Parking Structure Proposed Site Plan

WILBUR SMITH ASSOCIATES  
in association with  
ARCHITECTS WEST  
PENFIELD & SMITH  
And  
Cunningham Design  
Preservation Planning Associates  
O'Connor Construction Management  
16 Aug 2000



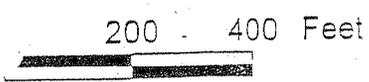
# 1221 Anacapa Street

# Vicinity Map

APN: 039-183-034

Zone: C-2

Approx. Lot Area: 51456 sq.ft.



LEGEND	
	Land Use Zone Lines
	Parcel Lines
	Building Rooflines
	Retaining Wall
	Fence

Date printed:  
Mon Oct 30 09:54:40 2000

Exhibit 2

All topographic features are based on aerial photographs which were taken in April of 1995.  
DISCLAIMER: This map is for reference purposes only. Refer to the official Municipal Code for precise parcel zoning information. MAR 27 2001 #2

**City Parking Lot 6 Structure**  
**MITIGATION MONITORING AND REPORTING PROGRAM**

**PURPOSE**

The purpose of the City Parking Lot 6 Structure Mitigation Monitoring and Reporting Program (MMRP) is to ensure compliance with all mitigation measures identified in the Initial Study to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project. The implementation of this MMRP shall be accomplished by City staff and the project developer's consultants and representatives. The program shall apply to the following phases of the project:

- Plan and specification preparation
- Pre-construction conference
- Construction of the site improvements
- Post Construction

**I. RESPONSIBILITIES AND DUTIES**

A qualified representative of the developer, approved by the City Planning Division and paid for by the developer, shall be designated as the Project Environmental Coordinator (PEC). The PEC shall be responsible for assuring full compliance with the provisions of this mitigation monitoring and reporting program to the City. The PEC shall have authority over all other monitors/specialists, the contractor, and all construction personnel for those actions that relate to the items listed in this program.

It is the responsibility of the contractor to comply with all mitigation measures listed in the attached MMRP matrix. Any problems or concerns between monitors and construction personnel shall be addressed by the PEC and the contractor. The contractor shall prepare a construction schedule subject to the review and approval of the PEC. The contractor shall inform the PEC of any major revisions to the construction schedule at least 48 hours in advance. The PEC and contractor shall meet on a weekly basis in order to assess compliance and review future construction activities.

**A. PRE-CONSTRUCTION BRIEFING**

The PEC shall prepare a pre-construction project briefing report. The report shall include a list of all mitigation measures and a plot plan delineating all sensitive areas to be avoided. This report shall be provided to all construction personnel.

The pre-construction briefing shall be conducted by the PEC. The briefing shall be attended by the PEC, construction manager, necessary consultants, Planning Division Case Planner, Public Works representative and all contractors and subcontractors associated with the project. Multiple pre-construction briefings shall be conducted as the work progresses and a change in contractor occurs.

**MAR 27 2001 # 2 7**

The MMRP shall be presented to those in attendance. The briefing presentation shall include project background, the purpose of the MMRP, duties and responsibilities of each participant, communication procedures, monitoring criteria, compliance criteria, filling out of reports, and duties and responsibilities of the PEC and project consultants.

It shall be emphasized at this briefing that the PEC and project consultants have the authority to stop construction and redirect construction equipment in order to comply with all mitigation measures.

Once construction commences, field meetings between the PEC and project consultants, and contractors shall be held on an as-needed basis in order to create feasible mitigation measures for unanticipated impacts, assess potential effects, and resolve conflicts.

## II. IMPLEMENTATION PROCEDURES

There are three types of activities which require monitoring. The first type pertains to the review of the Conditions of Approval and Construction Plans and Specifications. The second type relates to construction activities and the third to ongoing monitoring activities during operation of the project.

### A. MONITORING PROCEDURES

The PEC and required consultant(s) shall monitor all field activities. The authority and responsibilities of the PEC and consultant(s) are described in the previous section.

### B. REPORTING PROCEDURES

The following three (3) types of reports shall be prepared:

#### 1. Schedule

The PEC and contractor shall prepare a monthly construction schedule to be submitted to the City prior to or at the pre-construction briefing.

#### 2. General Progress Reports

The PEC shall be responsible for preparing written progress reports submitted to the City. These reports would be expected on a weekly basis during grading, excavation and construction, activities. The reports would document field activities and compliance with project mitigation

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measures, such as dust control and sound reduction construction.

3. Final Report

A final report shall be submitted to the Planning Division when all monitoring (other than long term operational) has been completed and shall include the following:

- a. A brief summary of all monitoring activities.
- b. The date(s) the monitoring occurred.
- c. An identification of any violations and the manner in which they were dealt with.
- d. Any technical reports required, such as noise measurements.
- e. A list of all project mitigation monitors.

C. MMRP MATRIX

The following MMRP Matrix describes each initial study mitigation measure, monitoring activities and the responsibilities of the various parties, along with the timing and frequency of monitoring and reporting activities. For complete language of each condition, the matrix should be used in conjunction with the mitigation measures described in full in the Initial Study.

The MMRP Matrix is intended to be used by all parties involved in monitoring the project mitigation measures, as well as project contractors and others working in the field. The Matrix should be used as a compliance checklist to aid in compliance verification and monitoring requirements. A copy of the MMRP matrix shall be kept in the project file as verification that compliance with all mitigation measures has occurred.

City Parking Lot 6 Structure

MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING/FREQUENCY	COMPLIANCE CHECK	VERIFICATION
AQ-1	Regular water sprinkling during site grading and transportation of fill	Contractor	PEC	Ensure requirement shown on building plans and carried out on site	At building plan check and throughout construction period	Planning Division and Building and Safety Division	
AQ-2	Trucks transporting fill shall be covered	Contractor	PEC	Ensure requirement shown on building plans and carried out on site	At building plan check and throughout construction period	Planning Division and Building and Safety Division	
AQ-3	The haul routes for all construction trucks 3 tons or more shall be approved by City Transportation and Parking Manager	Contractor	PEC	Ensure haul routes identified on building plans and carried out on site.	At building plan check and throughout construction period	Transportation and Parking Manager and Building and Safety Division	
AQ-4	During and after excavation, treat soil to prevent wind pick-up by seeding, use of soil binders, watering or other methods approved by APCD	Contractor	PEC	Ensure requirement shown on building plans and carried out on site	At building plan check and throughout construction period	Planning Division and Building and Safety Division	

City Parking Lot 6 Structure

MITIGATION MONITORING AND REPORTING PROGRAM MATRIX (continued)

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING/FREQUENCY	COMPLIANCE CHECK	VERIFICATION
AQ-5	All driveways, roadways and sidewalks should be paved as soon as possible	Contractor	PEC	Ensure requirement shown on building plans and carried out on site	At building plan check and throughout construction period	Planning Division and Building and Safety Division	
AQ-6	Where feasible, project applicant shall incorporate energy efficiencies into project design.	Public Works Dept.	Planning Division and Building Division	Ensure plans for building permit contain energy efficient design elements.	Plan components shown on building permit plan sets and energy-efficient design elements installed prior to occupancy.	Planning Division and Building and Safety Division	

City Parking Lot 6 Structure

MITIGATION MONITORING AND REPORTING PROGRAM MATRIX (continued)

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING/FREQUENCY	COMPLIANCE CHECK	VERIFICATION
CR-1	Contract with City-approved archaeologist for Extended Phase 1 Cultural Resource Survey and monitoring	City Public Works Dept.	City Planning Division	Ensure contract executed	Prior to issuance of a building permit	Planning Division	
CR-2	Conduct Extended Phase 1 Survey - if Phase 1 identifies intact deposits carry out Phase 2 Significance Assessment	City-approved Archaeologist	PEC	Ensure completion and approval of Extended Phase 1 Survey and all recommendations followed.	Prior to issuance of building permit for ground disturbing activity	Planning Division	
CR-3	Phase 3 Data Recovery plan or other mitigation to be prepared and implemented if required by Phase 2 Significance Assessment. Any resources to be curated at CCIC	City-approved Archaeologist	PEC	Ensure completion of Phase 2 Significance Assessment if required and implementation of Phase 3 Data Recovery Plan or other mitigation if required.	Prior to issuance of building permit for ground disturbing activity and after removal of paving	Planning Division	

City Parking Lot 6 Structure

MITIGATION MONITORING AND REPORTING PROGRAM MATRIX (continued)

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING/FREQUENCY	COMPLIANCE CHECK	VERIFICATION
CR-4	Archaeologist to monitor all ground disturbing activity. If resources are encountered, work shall be halted immediately and City Environmental Analyst notified	Archaeologist	PEC	Archaeologist to monitor through ground disturbing construction activity and provide report to City Environ. Analyst on findings.	Throughout construction period.	Planning Division	
CR-5	If any archaeological artifacts uncovered during construction, all work shall stop and City-approved Archaeologist and City Environmental Analyst notified.	Contractor	PEC	Ensure requirement shown on building plans and carried out on site	Throughout construction period.	Planning Division	
CR-6	Final report on archaeological monitoring to be submitted by Archaeologist to City Environmental Analyst	Archaeologist	PEC	Archaeologist to monitor through ground disturbing construction activity and provide report to City Environ. Analyst on findings.	Within 180 days of completion of ground disturbing activity and prior to project occupancy, whichever comes first.	Planning Division	

City Parking Lot 6 Structure

MITIGATION MONITORING AND REPORTING PROGRAM MATRIX (continued)

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING/FREQUENCY	COMPLIANCE CHECK	VERIFICATION
<p>Recommended N-1</p>	<p>Contractor shall provide written notice to property owners, businesses and residents within 450 feet of the project. The notice shall provide a project description, name and phone number of the PEC, and construction schedule. Informational signs with a 24-hour hotline shall also be posted at the construction site, Victoria Hotel, City Library, and County Administration Building.</p>	<p>Contractor</p>	<p>PEC</p>	<p>Ensure notice provided and signs posted and remain posted</p>	<p>Notice to be given at least 20 days prior to commencement of construction activities (including demolition and ground disturbing activities). Signs to remain posted throughout construction period.</p>	<p>Planning Division and Building and Safety Division</p>	
<p>Recommended N-2</p>	<p>Noise generating construction activity prohibited Saturdays, Sundays, holidays and between 5 p.m. and 8 a.m.</p>	<p>Contractor</p>	<p>PEC</p>	<p>Ensure requirement shown on building plans and carried out on site</p>	<p>At building plan check and throughout construction period</p>	<p>Planning Division and Building and Safety Division</p>	

City Parking Lot 6 Structure

MITIGATION MONITORING AND REPORTING PROGRAM MATRIX (continued)

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING/FREQUENCY	COMPLIANCE CHECK	VERIFICATION
Recommended N-3	All construction equipment shall be professionally maintained and fitted with mufflers and sound control devices & techniques shall be used.	Contractor	PEC	Ensure requirement shown on building plans and carried out on site	At building plan check and throughout construction period	Planning Division and Building and Safety Division	
Recommended N-4	Provide written notice to residents, property owners and businesses within 300 feet at least 48 hours before night work	Contractor	PEC	Show requirement on plans and provide notice when night work is proposed.	At building plan check and throughout construction period	Planning Division and Building and Safety Division	
Recommended PS-1	Prepare and implement a solid waste management plan including storage and collection of recyclable materials, source reduction measures, use of recycled materials, composting, construction and demolition waste source reduction and recycling, and monitoring	Public Works Department	Planning Division	Submit Plan for review and approval and implement requirements on-site.	Prior to issuance of a building, throughout construction period, and during the life of the project.	Building and Safety Division (for construction and demolition recycling), Planning Division	

City Parking Lot 6 Structure

MITIGATION MONITORING AND REPORTING PROGRAM MATRIX (continued)

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING/FREQUENCY	COMPLIANCE CHECK	VERIFICATION
T-1	Develop and implement program to distribute 10,100 annual transit passes to Downtown employees free of charge and provide program marketing. Adjust program as necessary based on a quarterly reports the first year and annual reports thereafter to fully mitigate impacts by providing more passes, raising parking rates, reducing free periods or other measures.	City Parking Program	City Public Works, City Planning	City Parking Program to prepare quarterly (first year) and annual reports to monitor effectiveness of program based on farebox data collected by MTD. Report shall be subject to review and approval by City Transportation Division and Environmental Analyst	Program developed and funded prior to issuance of a building permit; program fully implemented prior to project occupancy. Monitoring program and adjustments to program on-going through the life of the project.	Planning Division and Transportation Planning Division	
Recommended T-2	Route of construction traffic shall be established to minimize trips in residential neighborhoods.	Contractor	PIC	Develop and implement construction traffic routing plan and show on plans.	During building plan and throughout construction period.	Building and Safety Division and Transportation Planning Division	

City Parking Lot 6 Structure

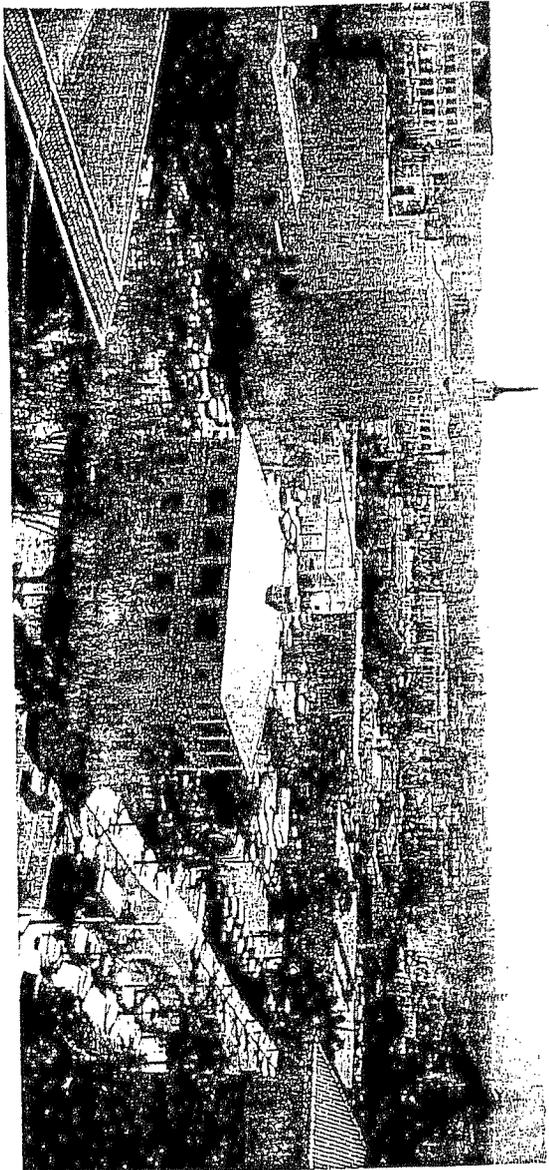
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX (continued)

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING/FREQUENCY	COMPLIANCE CHECK	VERIFICATION
Recommended T-3	Construction truck trips shall not occur during p.m. peak hours (4-6 p.m.)	Contractor	PEC	Ensure requirement shown on building plans and carried out on site	At building plan check and throughout construction period	Planning Division and Building and Safety Division	
T-4	Develop and implement a temporary alternative transportation and parking plan to replace displaced 210 public parking spaces and provide construction worker parking.	City Parking Program	Planning Division	Develop, receive review and approval, and implement plan.	Develop and receive final review and approval of plan prior to issuance of a building permit and implement plan prior to initiation of construction activities (including demolition). Plan to be implemented through entire construction period.	Planning Division	

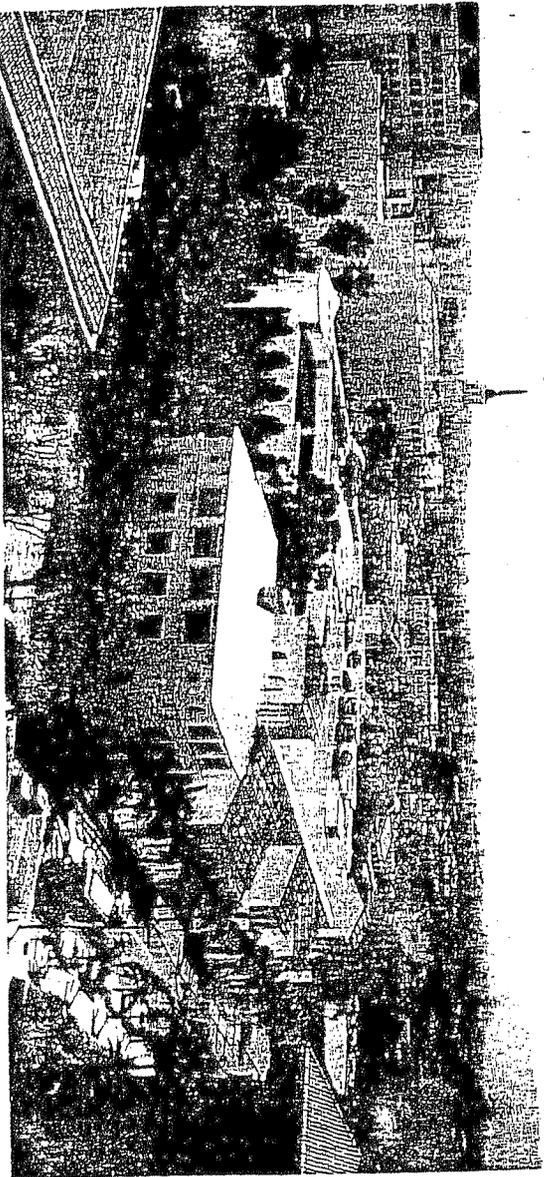
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EXISTING CONDITION



SIMULATED CONDITION



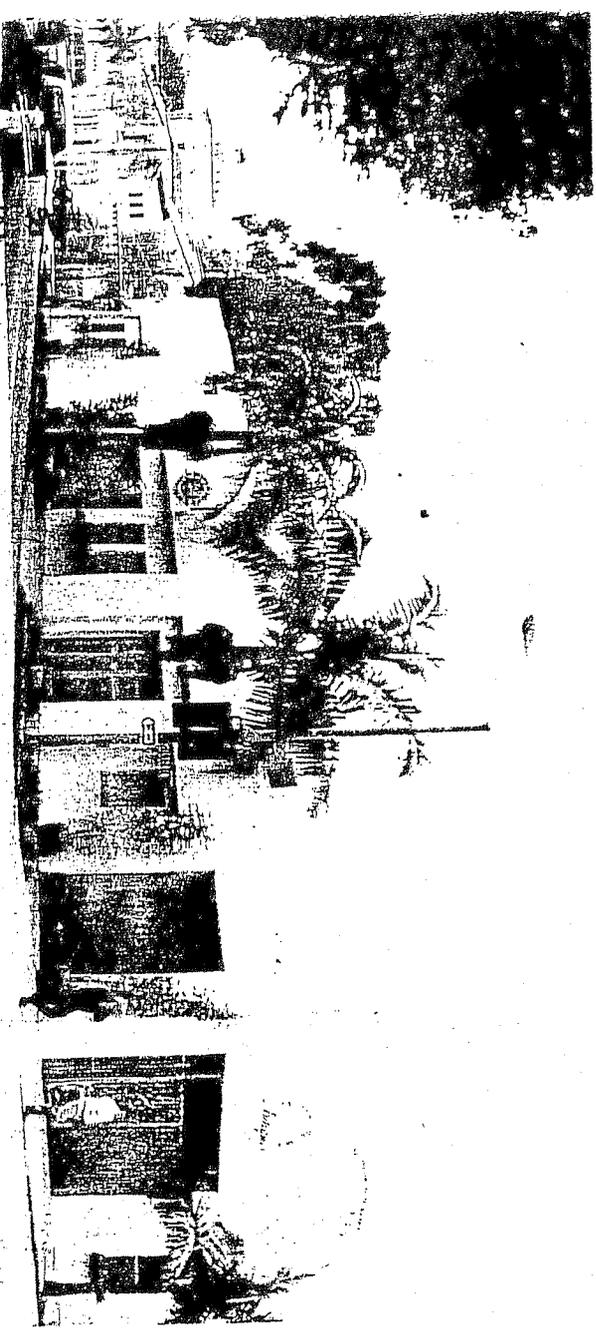
Looking from County  
Courthouse observation  
tower

Architects West  
1550 Chapala Street  
Santa Barbara, Ca 93101

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EXISTING CONDITION



SIMULATED CONDITION

Looking South from  
Anacapa and Victoria

Architects West  
1550 Chapala Street  
Santa Barbara, Ca 93101

27200

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# Santa Barbara Lot 6 Traffic Study Final Report

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Prepared for  
The City of Santa Barbara

by



WILBUR SMITH ASSOCIATES

December 8, 2000

MAR 27 2001 #2 7

Exhibit 6



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**Appendix**

- A Level of Service Descriptions
  - Roundabout Analysis Methodology
  - Level of Service Calculation Sheets
- B Cumulative Project Trip Generation Calculations
- C Supertickets Vehicle Trip Reduction Calculations

# **SANTA BARBARA LOT 6 TRAFFIC STUDY**

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This report evaluates the existing transportation conditions and potential transportation impacts associated with a proposed construction of a parking facility at 1200 Anacapa Street in downtown Santa Barbara. The study intersections and area of impact for the proposed project were identified by the City's Transportation Division. Within the defined study area the following transportation conditions are analyzed:

- Existing Conditions
- Existing Plus Project Conditions
- Cumulative Conditions
- Cumulative Plus Project Conditions

The transportation analysis was conducted in accordance with the City's guidance, and used data from the *Transportation and Parking Study Findings Report*, TenEyck and Company, November 4, 1999.

## **1. PROJECT DESCRIPTION**

The proposed project site is located at 1200 Anacapa Street, about six blocks east of U.S. 101. The project site is on a lot fronted by Anacapa Street to the east, Victoria Street to the north, State Street to the west and Anapamu Street to the south, as shown in Figure 1. The County Administration building is on the block immediately east of the project site, and the Courthouse is on the block immediately east and south of the project site.

The project includes a 570-space parking facility (to replace the 210-space Lot 6 surface lot), and 8,000 square feet of offices for City parking staff and the City parking program public counter. This office would replace existing parking staff offices now located under the helix ramps in Lot 7. Upon relocation of the parking staff and public counter to Lot 6, the existing offices in Lot 7 which would be used by parking lot maintenance staff. The new parking facility would include 600 square feet for public restrooms and 3,000 square feet for the bike station (including the public plaza). The Downtown Parking office currently has eight permanent and six to eight temporary personnel. Approximately four additional office staff are expected to be needed in the Lot 6 offices, resulting in approximately 20 parking staff in the Lot 6 parking offices.

Vehicular access to the site is currently provided from Anacapa Street. Access to the proposed parking garage would be provided from both Anacapa and Anapamu Streets.

SANTA BARBARA PARKING STRUCTURE TRANSPORTATION STUDY

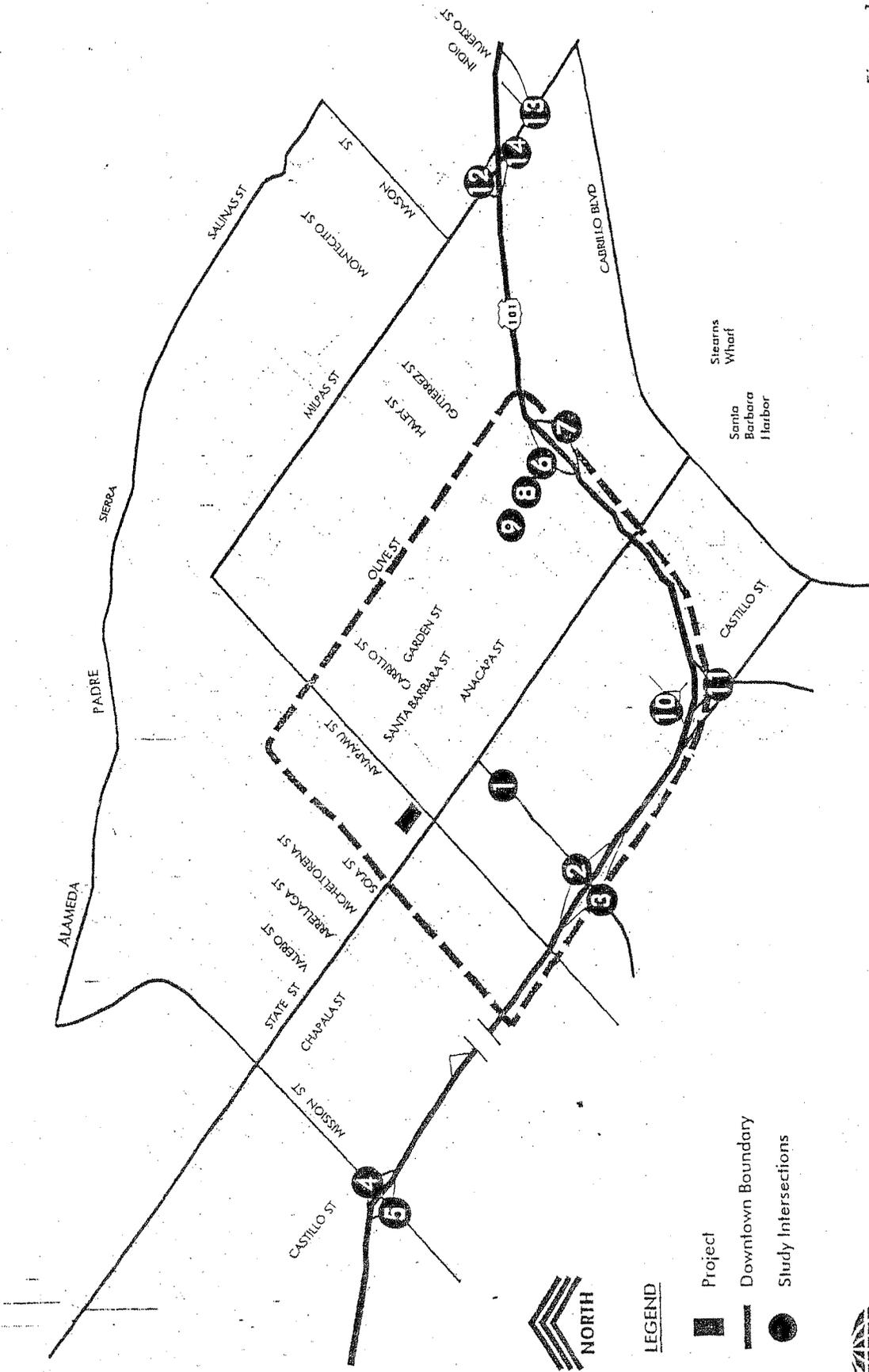


Figure 1  
STUDY AREA AND INTERSECTIONS

340425/Study Report/Rev. 7/97/000



WILBUR SMITH ASSOCIATES

# Chapter 2

## SETTING

---

### 2.1 EXISTING ROADWAY NETWORK

The roadway network serving the project site includes a freeway, commercial corridors and local streets. Regional access to the area of the project site is provided by U.S. 101:

**US 101** is about six blocks west of the project site, and serves as the principal route between the City of Santa Barbara and communities to the north, such as Goleta, as well as cities to the south, such as Montecito and Carpinteria. U.S. 101 also provides regional access to Los Angeles to the south and San Francisco to the north. The project site is nearest the Carrillo Street northbound and southbound on- and off-ramps and the Arrellaga Street northbound on- and off-ramps. However, the routes to and from the project site would include the Mission Street ramps, the Castillo Street ramps, the Garden Street ramps and the Milpas Street ramps as well.

A description of the roadways in the vicinity of the project site is given below:

**Anacapa Street** is a one-way street in the southbound direction that borders the project site to the east, and is designated as a major commercial corridor in the City's Circulation Element. Access to Lot 6 is currently provided from Anacapa Street, as would the primary access to the proposed parking structure. In the vicinity of the project site, Anacapa Street has two travel lanes and on-street parking primarily on the east side of the street.

**State Street** is immediately west of the project site, and is fronted by retail stores and the Granada Theater on the east side that separate State Street from the proposed site. State Street is a north-south street with one lane in each direction and left-turn pockets at major intersections, and is designated as a commercial corridor in the City's Circulation Element. State Street does not have on-street parking on either side of the street. No vehicular access to the proposed structure would be provided from State Street.

**Anapamu Street** is an east-west street with one lane in each direction and borders the project site to the south. In the vicinity of the project site, Anapamu Street is a two-way street with one vehicular travel lane and one bike lane in each direction and on-street parking on the north side of the street. There currently is pedestrian access to Lot 6 from Anapamu Street, but no vehicular access from Anapamu Street. Vehicular access to the proposed parking structure would be provided from both Anacapa and Anapamu Streets.

**Victoria Street** is an east-west street with one lane in each direction and on-street parking on both sides of the street. Victoria Street is immediately north of the project site, but no vehicular access is proposed from Victoria Street.

**Carrillo Street** is an east-west street with two through lanes in the westbound direction and two to three through lanes in the eastbound direction, with a left-turn pocket provided at State Street.

It is two blocks south of the project site and provides access to and from northbound and southbound U.S. 101. West of Anacapa Street, Carrillo Street is designated as a principal commercial corridor in the City's Circulation Element.

**Mission Street** is an east-west street with two through lanes in each direction. It is seven blocks north of the project site and provides access to and from northbound U.S. 101. West of Anacapa Street, Mission Street is designated as a principal commercial corridor in the City's Circulation Element.

**Chapala Street** accommodates two-way traffic south of Carrillo Street and functions as a one-way northbound street north of Carrillo Street. It is two blocks west of the project site and is designated as a principal commercial corridor between Mission and Gutierrez Streets in the City's Circulation Element.

**Garden Street** is a north-south street with two through lanes in each direction and left-turn lanes provided at major intersections. It is two blocks east of the project site and provides access to and from U.S. 101. Upon extension to Cabrillo Boulevard, Garden Street will be designated as a commercial corridor Between Cabrillo Boulevard and Haley Street in the City's Circulation Element.

**Milpas Street** is a north-south street and generally has two lanes in each direction. It is eight blocks east of the project site and provides access to and from U.S. 101. Between Cabrillo Boulevard and Haley Street, Milpas Street is designated as a commercial corridor in the City's Circulation Element.

**Arrellaga Street** is an east-west street with one lane in each direction. It is four blocks north of the project site and provides access to and from northbound U.S. 101.

## 2.2 INTERSECTION CONDITIONS

Fourteen study intersections were identified for analysis as part of this study. The location of the study intersections and existing lane configurations are illustrated in Figure 2. The study intersections include:

1. Carrillo Street/Chapala Street
2. Carrillo Street/U.S. 101 northbound ramps
3. Carrillo Street/U.S. 101 southbound ramps
4. Mission Street/U.S. 101 northbound ramps
5. Mission Street/U.S. 101 southbound ramps
6. Garden Street/ U.S. 101 northbound ramps
7. Garden Street/ U.S. 101 southbound ramps
8. Garden Street/Gutierrez Street
9. Garden Street/Haley Street

10. Castillo Street/U.S. 101 northbound ramps
11. Castillo Street/ U.S. 101 southbound ramps
12. Milpas Street/Carpinteria Street/U.S. 101 northbound ramps
13. Milpas Street/Indio Muerto Street/U.S. 101 southbound on-ramp
14. Milpas Street/U.S. 101 southbound off-ramp

Existing traffic conditions were evaluated for the weekday evening peak period at all of the study intersections. Existing PM peak hour intersection turning movement volumes are illustrated in Figure 3. The PM peak hour traffic counts were collected in January, February, March, May and November of 1999. With the exception of traffic counts at the intersections of Carrillo Street/U.S. 101 northbound and Carrillo Street/U.S. 101 southbound, all traffic count data were collected before construction activities for the Milpas Street/Carpinteria Street/U.S. 101 northbound off-ramp roundabout began in the summer of 1999.

The Level of Service (LOS) of an intersection is a measure of the ability of the intersection to accommodate traffic volumes. Intersection Level of Service ranges from LOS A, which indicates free-flow conditions, to LOS F, which indicates congested conditions. The City of Santa Barbara has established LOS C and a volume-to-capacity (v/c) ratio of 0.77 as the upper limit for acceptable operating conditions. Thus, if the traffic generated by a particular project were to cause the v/c ratio to exceed 0.77, the project would cause a significant impact. If an intersection would operate at an unacceptable level without project-generated traffic, an increase in v/c ratio of 0.01 or more would constitute a significant project-specific effect. For an intersection with a v/c ratio exceeding 0.77, the addition of any traffic through that intersection would constitute a significant cumulative impact.

Signalized intersections were evaluated using Intersection Capacity Utilization methodology. This method determines the capacity for each lane group approaching the intersection. The v/c ratio for each lane group is first calculated. Then, the overall v/c ratio for the intersection is calculated based on the v/c ratios for the critical movements, which is used to determine the overall LOS for the intersection (see Appendix A). As defined by the City of Santa Barbara, the operational impact on intersections is considered significant when the project traffic causes the intersection to exceed a v/c ratio of 0.77.

The intersection of Milpas Street/Carpinteria Street/U.S. 101 northbound off-ramp was analyzed as a roundabout, using a methodology that considers the volume of traffic entering the roundabout from each approach and the volume of traffic circulating in the roundabout that conflicts with the entering volume.<sup>1</sup> This methodology and the level of service calculations are provided in Appendix A.

<sup>1</sup> Roundabouts, Michael Wallwork, P.E., Alternate Street Design.

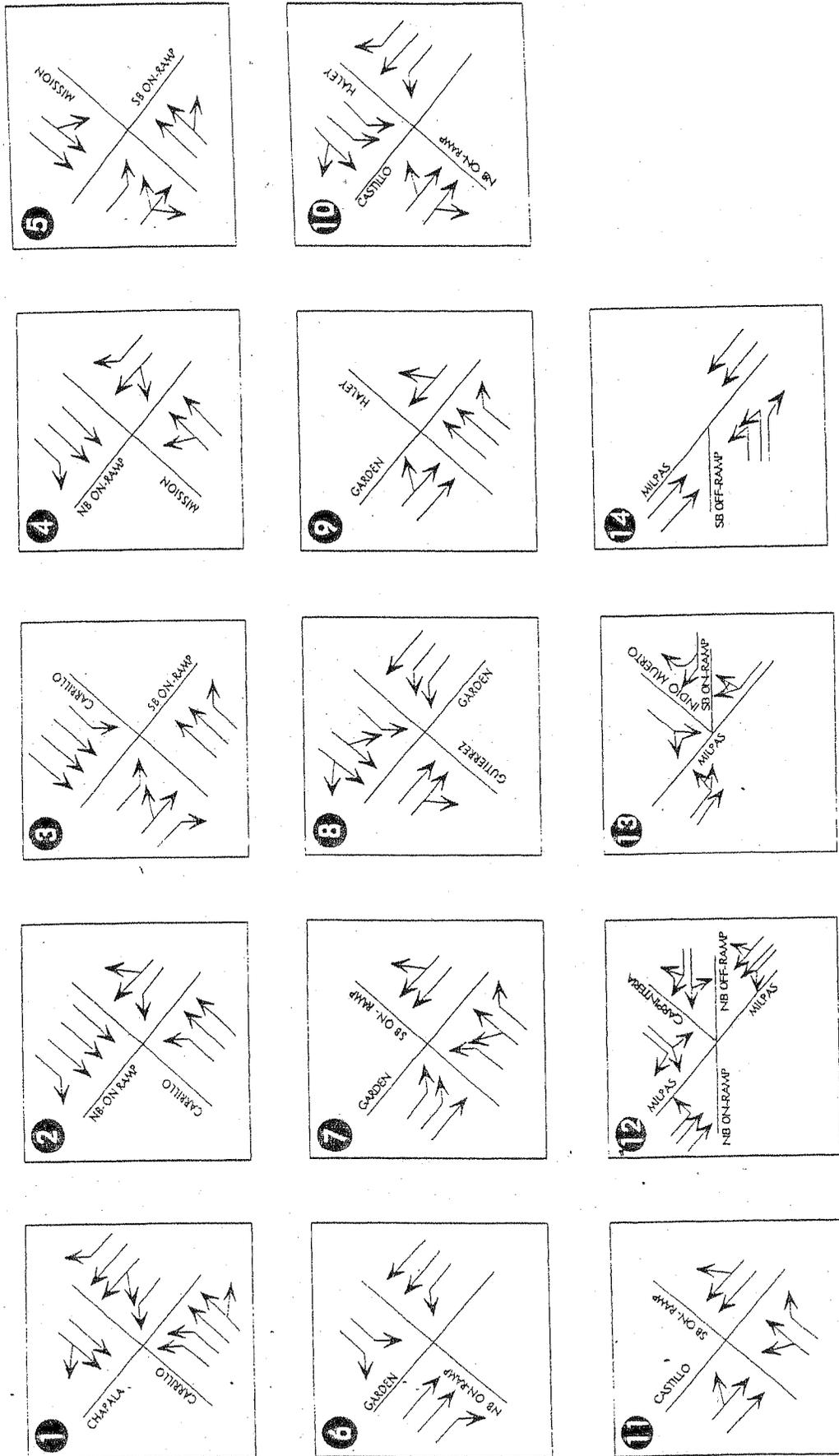


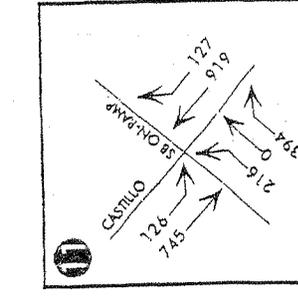
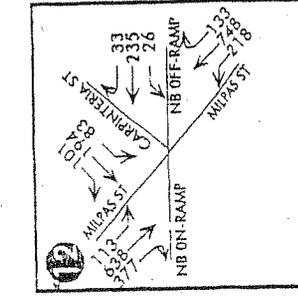
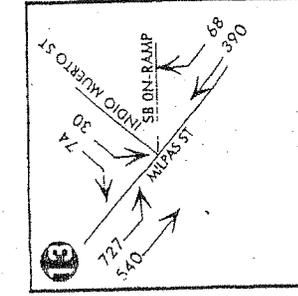
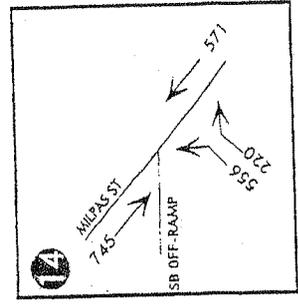
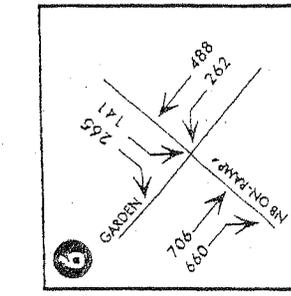
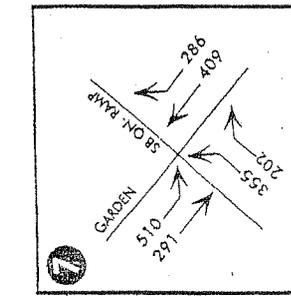
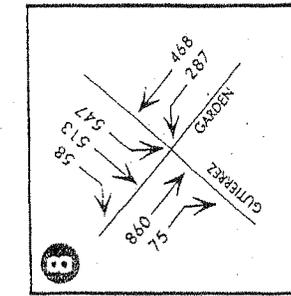
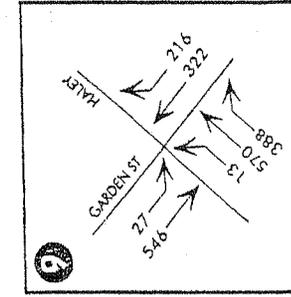
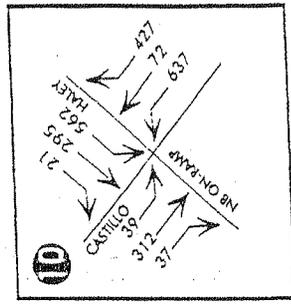
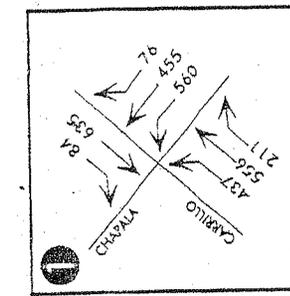
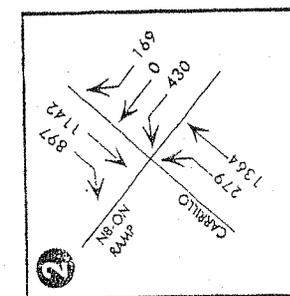
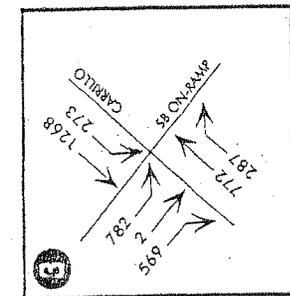
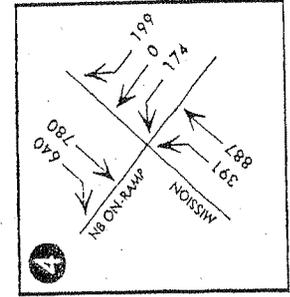
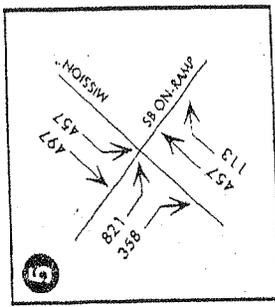
Figure 2

EXISTING INTERSECTION LANE CONFIGURATIONS

3:00:25\Study Report\2\lane Configurations 2/7/7000



WILBUR SMITH ASSOCIATES



WILBUR SMITH ASSOCIATES

Figure 3

EXISTING WEEKDAY PM PEAK HOUR TURNING MOVEMENT VOLUMES

3:40:25\Study Report\Volumes\Existing PM Turning: 2/9/2000

Table 1 shows the results of the intersection analysis for existing weekday PM peak hour conditions. Table 1 indicates that seven of the 14 study intersections are currently operating at LOS B or better, with v/c ratios of 0.7 or less. Five intersections are currently operating at LOS C, one intersection operates at LOS D, and one intersection operates at LOS E. Four of the study intersections currently operate unacceptably with an overall v/c ratio higher than 0.77.

TABLE 1  
EXISTING WEEKDAY PM PEAK HOUR LEVELS OF SERVICE

Study Intersection	LOS	v/c
1. Carrillo Street/Chapala Street	B	0.67
2. Carrillo Street/U.S. 101 northbound ramps	C	0.80
3. Carrillo Street/U.S. 101 southbound ramps	C	0.79
4. Mission Street/U.S. 101 northbound ramps	C	0.71
5. Mission Street/U.S. 101 southbound ramps	E	0.93
6. Garden Street/ U.S. 101 northbound ramps	B	0.66
7. Garden Street/ U.S. 101 southbound ramps	A	0.59
8. Garden Street/Gutierrez Street	C	0.71
9. Garden Street/Haley Street	B	0.70
10. Castillo Street/U.S. 101 northbound ramp	D	0.82
11. Castillo Street/ U.S. 101 southbound ramps	C	0.75
12. Milpas Street/Carpinteria Street/U.S. 101 northbound ramps	A	0.6
13. Milpas Street/Indio Muerto Street/U.S. 101 southbound on-ramp	A	0.52
14. Milpas Street/U.S. 101 southbound off-ramp	A	0.51

Source: Wilbur Smith Associates.

Note:

Delay and level of service presented for the roundabout are for the worst approach.

## 2.3 FREEWAY CONDITIONS

Two freeway segments were identified for analysis as part of this study, including U.S. 101 between Route 144 (Milpas Street) and Route 225, and U.S. 101 between Mission Street and Las Positas Road. The segment of U.S. 101 between Milpas Street and Route 225 is immediately south of the study area and has two lanes in each direction. The four existing lanes carry 9,600 vehicles during the peak hour.<sup>2</sup> Both directions of the freeway currently operate at capacity, with an average volume of 2,400 vehicles per hour per lane.

The segment of U.S. 101 between Mission Street and Las Positas Road is immediately north of the study area and has three lanes in each direction. The six existing lanes carry 13,800 vehicles during the peak hour.<sup>2</sup> Both directions of the freeway currently operate at capacity, with an average volume of 2,300 vehicles per hour per lane.

<sup>2</sup> 1998 Traffic Volumes on California State Highways, Caltrans, June 1999.

## 2.4 EXISTING TRANSIT SERVICE

The Santa Barbara Metropolitan Transit District (MTD) provides public transportation services to downtown Santa Barbara. The Transit Center is located at the intersection of Chapala and Carrillo Streets, about three blocks from the project site. Seventeen of MTD's 26 transit lines stop at the Transit Center. These lines provide transit service to an extensive area including Eastside, Westside, UCSB, Goleta, Mesa, Carpinteria, Montecito and City College. MTD Line 1: Westside and MTD Line 2: Eastside serve the area in the immediate vicinity of the project site. Line 1: Westside provides service between the Transit Center and La Cumbre Junior High School, primarily traveling on Carrillo, San Andres, Micheltorena, Mountain, Valerio, Gillespie, Portesuello, Modoc and returning downtown on San Andres. Line 1 operates at a frequency of 15 minutes between 6:30 AM and 6:00 PM, and generally operates at a frequency of 30 minutes between 6:00 PM and 10:00 PM on weekdays. Line 2: Eastside provides service between the Transit Center and the intersection of Punta Gorda and Salinas, traveling on Anapamu, Milpas, Montecito, Salinas, Punta Gorda, Voluntario, Carpinteria, and returning on Milpas and Anapamu. Line 2 operates at a frequency of 15 minutes between 6:30 AM and 5:45 PM, and generally operates at a frequency of 30 minutes between 5:45 PM and 10:00 PM on weekdays.

## 2.5 PARKING CONDITIONS

Parking in the vicinity of the project site is constrained. Lot 6 is typically 100 percent occupied between 10:00AM and 4:00PM on weekdays. Lot 5, which is one block west of the project site, has 191 spaces and is typically 100 percent occupied between 9:00AM and 7:00PM on weekdays. Lot 4 has 128 spaces and is typically 100 percent occupied between 10:00AM and 4:00PM on weekdays. Lot 7 is one block south of the project site; its 268 spaces are typically 100 percent occupied between 11:00AM and 3:00PM on weekdays. At midday, drivers queue and wait for other vehicles to exit these lots so that they can enter the lot. This activity was observed at Lot 6, where the average queue length was about four vehicles and the average wait time was about 2.5 minutes. The longest queue observed was six vehicles in length, and the maximum wait time observed was six minutes.<sup>3</sup> A study conducted in 1998 compared the parking supply to the projected future parking demand in the area bounded by Sola, De La Vina, Canon Perdido and Santa Barbara identified a projected future parking deficit of between 600 and 800 parking spaces for this area.<sup>4</sup> Observations of parking conditions in the area surrounding Lot 6 indicated that much of the on-street parking in the vicinity of Lot 6 was more than 85 percent occupied by 9:30am.<sup>4</sup>

## 2.6 BICYCLE CONDITIONS

Downtown Santa Barbara has several bicycle routes. The State Street Route is a Class II facility (striped bike lanes) between Constance Avenue and Cabrillo Boulevard, becomes an unsigned and unpainted route between Constance Avenue and Calle Laureles, and resumes as a Class II facility on upper State Street, west of Calle Laureles. The Cross Town Route is a Class II facility on Canon Perdido (three blocks south of the project site) between Milpas Street and Santa Barbara Street, becomes a Class III facility (signed route without striping) between Santa Barbara Street and Castillo Street, and resumes as a Class II facility on Bath and Castillo Streets

<sup>3</sup> Observations made by Amy Marshall, Wilbur Smith Associates, December 9, 1999.

<sup>4</sup> *Santa Barbara Downtown Parking Needs Update Study*, Wilbur Smith Associates, August 31, 1998.

between Canon Perdido and Micheltorena Street. Other bicycle routes in the vicinity of the project include a Class II facility on Garden Street between Arrellaga Street and Ortega Street (limited to the hours between 7:00 AM and 9:00 AM), a Class II bicycle facility on Anapamu Street between Vista Road and Chino Street (limited hours), and alternate routes (unsigned, without striping) on Sola Street between Olive and Bath Streets, and Olive Street between Sola and De La Guerra Streets.

All of the bicycle routes in the downtown area are well used, and the routes near the project site are the most heavily traveled routes in the downtown area. During the 2-hour PM peak period (4:00PM to 6:00PM), State Street carries about 290 bicyclists and Anapamu Street carries about 70 bicyclists. Victoria Street carries about 40 bicyclists and Bath Street carries about 80 bicyclists during the two-hour afternoon commute period, and about 50 bicyclists use Canon Perdido during this time period. Garden Street is less utilized; it carries about 20 bicyclists during the two-hour PM peak period.

## **2.7 PEDESTRIAN CONDITIONS**

The sidewalks in the downtown area are generally in good condition, and the sidewalks adjacent to the project site on Anacapa and Anapamu Streets are about eight feet wide and can accommodate the current pedestrian volumes. There are continuous sidewalks along every street within a two-block radius of the project site.

# Chapter 3

## TRAVEL DEMAND ANALYSIS

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### 3.1 Existing Use

The project site at 1200 Anacapa Street is currently occupied by City Parking Lot 6, a 210-space surface parking lot operated by the City. The existing lot has one vehicular entrance and one vehicular exit, both of which are located on Anacapa Street. Lot 6 is typically 100% occupied on weekdays between 10:00am and 4:00pm.

### 3.2 Trip Generation

#### 3.2.1 Background

Parking facilities are not generally considered true traffic generators the way that an office building is. The ITE *Trip Generation* Manual does not include them as a separate category. Parking facilities are generally considered "trip facilitators," with the real generators being principally Downtown commercial, entertainment, and cultural attractions. Although the parking structure will not actually generate new trips, there are some individuals who may not be travelling downtown to shop, dine or visit entertainment centers because of the limited parking in the area. The parking structure would in essence facilitate this latent parking demand, allowing new trips to the project site. In line with the CEQA approach to analyze the "reasonable worst case," the additional traffic facilitated by building more parking spaces will be analyzed in this section for potential project impacts.

**Trip Rates: Local and National References.** The calculations of gross (driveway) trips and net new vehicles trips are based on the following sources:

- City parking facility entry/exit counts
- Questionnaire surveys of Downtown employees and customers
- Weant & Levinson's standard reference on *Parking*
- Rates observed in other cities

Similar to Lot 6, the proposed parking structure would have a variety of users, including individuals with business at the County Administration Building or Courthouse, retail shoppers and people attending cultural events. Therefore, the hourly distribution of daily driveway counts at the proposed structure would be similar to the existing hourly distribution of driveway counts at Lot 6. The hourly distribution of traffic currently entering and exiting City lots and downtown parking intercept survey data will indicate the relationship of PM peak hour entrance and exit volumes to both the total number of spaces in the structure and the daily driveway counts. Peak hour parking structure entrance and exit data from other cities were used to check that projected PM peak hour entrance and exit rates were within the limits of driveway capacity and the projected PM peak hour inbound/outbound split is in check with other parking structures in a similar environment. This check with other national sources is important because of the high percent occupancy of City lots in downtown Santa Barbara. Parking lots with high occupancy rates may represent constrained conditions during peak periods and consequently have lower trip

generation rates.

### 3.2.2 Traffic Generation of New Parking Supply

Within two years of opening, a 570-space Lot 6 parking structure is expected to reach practical capacity (85% occupancy) frequently and full occupancy during peak periods. This is based on a previously published assessment of the supply/demand balance in the Lot 6 patronage shed, using parking demand estimates for existing and expected land uses<sup>1</sup>.

Entrance and exit data indicate that parking lots in the downtown area usually incur the greatest hourly volume of traffic entering and exiting the lots during the midday, with slightly less traffic entering and exiting the lots during the PM peak commute hour. However, the traffic volumes on roadways in the area are considerably higher during the PM peak commute hour than during midday. Therefore, the proposed project would have the greatest impact on traffic conditions during the PM peak commute hour, which was chosen as the analysis time period.

City Parking Lot 2 has 570 spaces and is located about three blocks south and two blocks west of Lot 6 at 900 Chapala Street. An analysis of current parking lot entrance and exit volumes at Lot 2 during the PM peak hour indicates a rate of 0.57 PM peak hour vehicle trips per space, with 45% of the vehicles entering the lot and 55% exiting the lot. The driveway rates for Lot 2 were used for comparison purposes rather than the driveway rates of Lot 6 because Lot 2 has more spaces and represents conditions where parking demand and supply are balanced. Currently the spaces at Lot 6 are 100 percent occupied for a large part of the day, so driveway entrance and exit rates at Lot 6 would represent "constrained" conditions and would not be representative of the entrance and exit rates at the proposed parking facility.

The observed driveway rate at Lot 2 is consistent with the PM peak hour rate of 0.6 vehicle trips per space observed at the Fifth & Mission parking garage in San Francisco. Another San Francisco parking garage recently studied assumed a rate of 0.74 PM peak hour vehicle trips per space. In order to provide a conservative analysis, a PM peak hour rate of 0.7 vehicles per space was used in this study. A PM peak hour trip generation rate of 0.7 vehicle trips per space assumes 100% occupancy of the 570-space parking structure, and therefore provides the most appropriate analysis of impacts caused by vehicles traveling to and from the structure.

The proposed PM peak hour directional split of 40% inbound and 60% outbound would be an average of the directional split currently observed at Lot 2 (45% inbound/55% outbound), and that observed at the Fifth and Mission parking structure in San Francisco (31% inbound/69% outbound).

Assuming the PM peak hour rate and directional split discussed above, the 360 net new spaces would yield 101 additional inbound and 151 additional outbound vehicles, for a total of 252 additional vehicles during the PM peak hour.

<sup>1</sup> Wilbur Smith Associates for the City of Santa Barbara, *Downtown Parking Needs Update Study: Final Report*, August 1998.

### 3.2.3 Traffic Generation of Parking Offices

The parking office space for parking office staff and the parking program public counter would generate trips to and from the proposed parking structure as well. The 8,000 square feet of office and parking program counter space is estimated to generate 3.4 vehicle trips per thousand square feet<sup>2</sup>, yielding 27 PM peak hour vehicle trips. With a directional split of 17% inbound and 83% outbound<sup>2</sup>, five vehicles would be traveling to the project site and 22 vehicles would be leaving the project site during the PM peak hour.

### 3.2.4 Discount Due to Bicycle Station

The bike station would occupy 3,000 square feet, and would have a capacity to valet park 300 bicycles (1 bicycle/10 SF)<sup>3</sup>. In addition to an area for bicycle parking, the bike station would include a small sales area, changing rooms, and two restrooms for bike station users and employees. Typically, bike stations offer amenities such as bicycle repairs and rentals.

City staff anticipates that the bike station's amenities may provide an incentive for people traveling to the downtown area to ride a bicycle. Therefore, an estimated reduction in PM peak hour vehicle trips that would result from downtown travelers switching from automobile to bicycle because of the bicycle station was based on a review of patronage impacts of three California bike station projects with similar amenities and services. However, none of these other projects have yet assessed the extent to which bike stations attract *new* bicycle commuters, compared to people who were previously bicycling to and from the downtown area.<sup>4</sup>

It is assumed that a bike station attracts virtually no motor vehicle trips. If the bike station were fully occupied by employees in the downtown area, there would be an estimated 300 inbound bicycle trips in the morning commute period and 300 outbound bicycle trips in the afternoon commute period. At the bike station in Long Beach, California, 90 percent of the bicycles leave the station during the PM peak hour.<sup>5</sup> Based on this assumption, there would be 270 bicycle trips leaving the proposed project site during the PM peak hour.

According to the TenEyck and Company survey results, there are various incentives that would encourage respondents to bicycle or walk to downtown destinations, including: better walk/bike routes (15.8%), a guaranteed ride home in case of emergency (5.2%), increase parking costs (4.6%), if my job provided incentives for using alternative transportation (4.4%) and flexible work schedules (3.8%). Therefore, about 34% of respondents indicated that at least one travel demand management (TDM) strategy would make them more inclined to bicycle or walk to downtown destinations. The bike station is a similar type of amenity as those suggested in the survey, and similarly could encourage people to bicycle to and from downtown Santa Barbara. The implementation of other TDM strategies in conjunction with the bike station would maximize any mode shift.

<sup>2</sup> ITE Trip Generation. Fifth Edition. General Office Building land use.

<sup>3</sup> The recently constructed 1,500 square foot bike station in Palo Alto, California can accommodate 150 bicycles.

<sup>4</sup> City of Mountain View Memo to Council Transportation Committee, "Transportation Policy Review: Yellow Bike and Bikesation Reports." December 9, 1999.

<sup>5</sup> Neil Browne, operator of the Long Beach Bike Station, February 2000.

Conservatively assuming that only 15 percent of the bicyclists are new bicyclists, or bicyclists that were previously driving, walking, riding transit or not coming downtown, about 41 of the bicycle trips leaving the bike station during the PM peak hour would be new PM peak hour bicycle trips. If 67 percent of these bicyclists were previously driving, the bike station would result in the reduction of 27 PM peak hour automobile trips to/from the downtown area.<sup>6</sup>

### 3.2.5 Discount for Parking Program Disincentives and Free Transit Pass Program

In July 1999, the City of Santa Barbara implemented several measures to provide more parking for short-term customers while maintaining or reducing traffic levels Downtown. The free parking time period was reduced from 90 minutes to 75 minutes both in City downtown parking lots and on streets in the downtown area. This measure was intended to discourage employees from taking advantage of the customer free parking by "shuffling" their vehicles from one free parking space to another, and thereby make more of these spaces available to downtown visitors. The other primary measures implemented was the increase in monthly permit fees, an offer of free 10-ride bus passes to any employee in the Downtown core, a reduced free period for handicapped parking, and enforcement of both time limits and parking fees on Sundays.

After the implementation of these measures, a seven-percent reduction in free parking tickets was observed in downtown City lots. However, it could not be determined if the reduced free parking period had actually deterred employees from parking in City lots, as people could have simply been parking for a longer duration and paying the associated fee. In order to provide a conservative analysis, no reduction in automobile trips was assumed for the reduced free parking period.

When the free transit pass program for downtown employees was implemented in July 1999, transit passes were distributed to 97 downtown employees. A sample survey of transit pass recipients was made to determine the mode the recipient was previously using. The survey found that approximately 30 percent of the pass recipients were new transit riders, and that 79 percent of the pass recipients were traveling during the PM peak hour. Thus, the free transit pass program would represent a reduction of 23 PM peak hour automobile trips.

### 3.2.6 Net New Vehicle Trips Generated

Table 2 presents a summary of the trip generation assumptions for the proposed project. In summary, the 360 net new spaces in the proposed parking structure would serve employees and visitors in downtown Santa Barbara, with an estimated 252 PM peak hour vehicle trips entering and exiting the parking structure. There would also be a small number of PM peak hour vehicle trips (five inbound and 22 outbound) generated by the employees of the parking office in the parking structure.

The proposed bike station would lessen the number of vehicles traveling to and from downtown Santa Barbara. The free transit passes have reduced the overall number of vehicles traveling to and from the downtown area. The previously implemented transit pass program would serve to partially mitigate the PM peak hour vehicle trips facilitated by the proposed structure by reducing

<sup>6</sup> Case Study No. 15, "The Environmental Benefits of Bicycling and Walking," FHWA, January 1993.

the number of PM peak hour vehicle trips to and from Lot 6 by 23 vehicles:

	PM Peak Hour Rate	Vehicle Trips	Percent Inbound	Percent Outbound	Inbound Vehicle Trips	Outbound Vehicle Trips
360 net new spaces	0.7	252	40%	60%	101	151
Adjustment for free transit passes		-23			-4	-19
8.0 Thousand Square Feet Parking Office	3.4	27	17%	83%	5	22
300 bicycle spaces	0.17	-27	17%	83%	-5	-22
<b>Total Net New Vehicle Trips</b>		<b>229</b>			<b>97</b>	<b>132</b>

Source: Wilbur Smith Associates

### 3.3 Trip Distribution and Assignment

Some of the vehicles traveling to or from the Lot 6 structure during the PM peak hour would begin or end within the downtown area. Other trips would originate or terminate in the areas north of downtown Santa Barbara. These vehicle trips would not travel through any of the study intersections, as discussed in Section 4.

The geographic distribution of trips to and from the proposed project was based on a recent City parking facility users intercept survey conducted by TenEyck and Company. Table 3 and Figure 4 summarize the assumed distribution patterns for trips traveling to and from the proposed parking structure. More than 19% of those surveyed live in the greater downtown area (zip code 93101). Based on the trip distribution shown in Table 3, the vehicle trips generated by the proposed parking structure would be assigned to the local street network.

The residential zip codes were grouped together into areas that have a similar geographic relationship to the project site, as shown in Table 4. Based on predominant traffic patterns, the expected access routes between these areas and the project site were then developed. Routes between the project site and communities farther away from downtown Santa Barbara would likely include U.S. 101, while other routes would include only local streets. Due to the proximity to Carrillo Street, much of the project-generated traffic traveling to/from U.S. 101 would use the on- and off-ramps located at Carrillo Street. Project-generated traffic would also use the ramps at Mission Street, Castillo Street, Garden Street and Milpas Street.

Residential Zip Code	Percent Distribution
93013	3.4%
93101	19.1%
93103	8.4%
93105	17.5%
93108	4.2%
93109	7.0%
93110	4.6%
93111	5.0%
93117	17.1%
Other	13.7%
Total	100.0%

The routes used by drivers traveling to the parking structure would be slightly different than the routes drivers would use when leaving the structure, primarily due to the Arrellaga northbound on- and off-ramp. This ramp would be a logical choice for drivers exiting the parking structure destined for Goleta. However there is no southbound on- or off-ramp at Arrellaga, so drivers traveling to the parking structure from Goleta would not be able to use this ramp, and would likely use the Mission Street southbound off-ramp instead. Many of the vehicles traveling to and from areas northeast and northwest of the project site or other parts of downtown Santa Barbara would not pass through any of the study intersections. (There are no study intersections along the Downtown boundaries to the northwest, north, and northeast. This reflects generally low levels of congestion on routes away from the freeway.) Of all the PM peak hour inbound vehicle trips, 68 percent were assumed to travel through at least one study intersection, and 56 percent of the PM peak hour outbound vehicle trips were assumed to travel through at least one study intersection.

Table 4 indicates the percentage of traffic that would travel through at least one study intersection. With one exception (the Carrillo/Chapala intersection), the study intersections are all near Highway 101. The assignment of PM peak hour inbound and outbound trips is also shown in Figures 5 and 6, respectively.

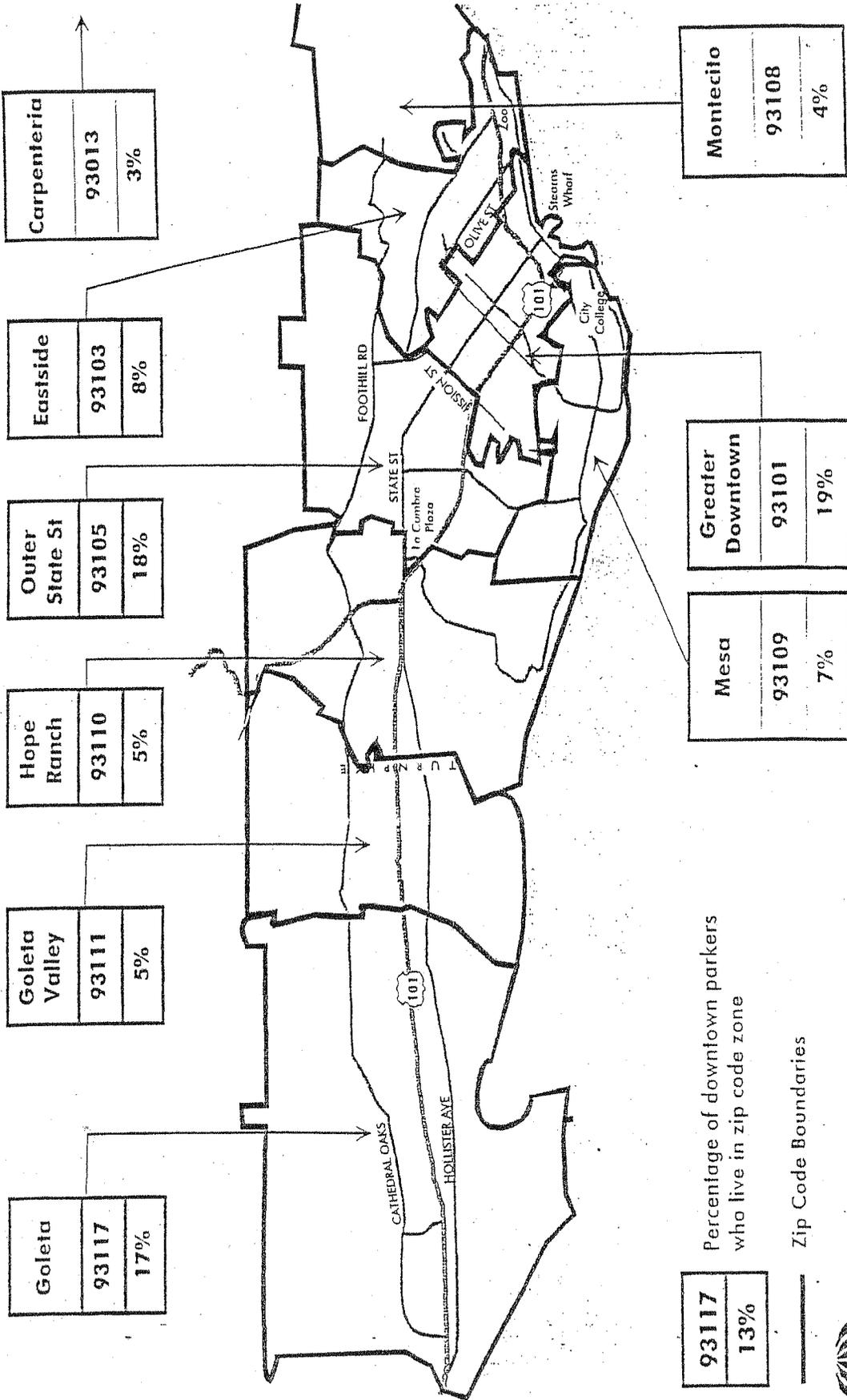


Figure 4

GEOGRAPHICAL DISTRIBUTION OF DOWNTOWN PARKERS

3-10425/Study\_Report/Zip\_Code\_Map/1/2/0/2000

93117  
13%

Percentage of downtown parkers who live in zip code zone



Zip Code Boundaries

NOTE: Remaining 14% of downtown parkers live outside the focal area

Geographic Relationship to Project Site	Zip Codes	Percent Distribution <sup>1</sup>	Percent Trips Assigned through Study Intersections		Total PM Peak Hour Vehicle Trips Assigned through Study Intersections		
			Inbound	Outbound	Inbound	Outbound	Total
East (toward Carpinteria)	93013	18%	18.0%	18.0%	17	24	41
	93108						
West (toward Goleta)	93110	30%	25.5% <sup>a</sup>	13.5% <sup>a</sup>	25	18	43
	93111						
	93117						
Central Santa Barbara (Greater Downtown)	93101	19%	11.4%	11.4%	11	15	26
Immediately Northeast (Eastside)	93103	9%	4.5%	4.5%	4	6	10
Immediately Northwest (Outer State Street/Samarkand/San Roque)	93105	17%	1.7%	1.7%	2	2	4
Immediately Southwest (Mesa)	93109	7%	7.0%	7.0%	7	9	16
<b>Total</b>		<b>100%</b>	<b>68.1%<sup>b</sup></b>	<b>56.1%<sup>b</sup></b>	<b>66</b>	<b>74</b>	<b>140</b>

Source: Wilbur Smith Associates, 2000.

Notes:

<sup>a</sup> Some of the outbound traffic destined for Goleta would use the Arrellaga northbound on-ramp, but would use the Mission Street southbound off-ramp in the inbound direction.

<sup>b</sup> Approximately 31.9% of inbound and 43.9% of outbound PM peak hour net new traffic generated by the parking structure would not travel through any of the study intersections.

Tenlyck & Company Parking Intercept Survey.

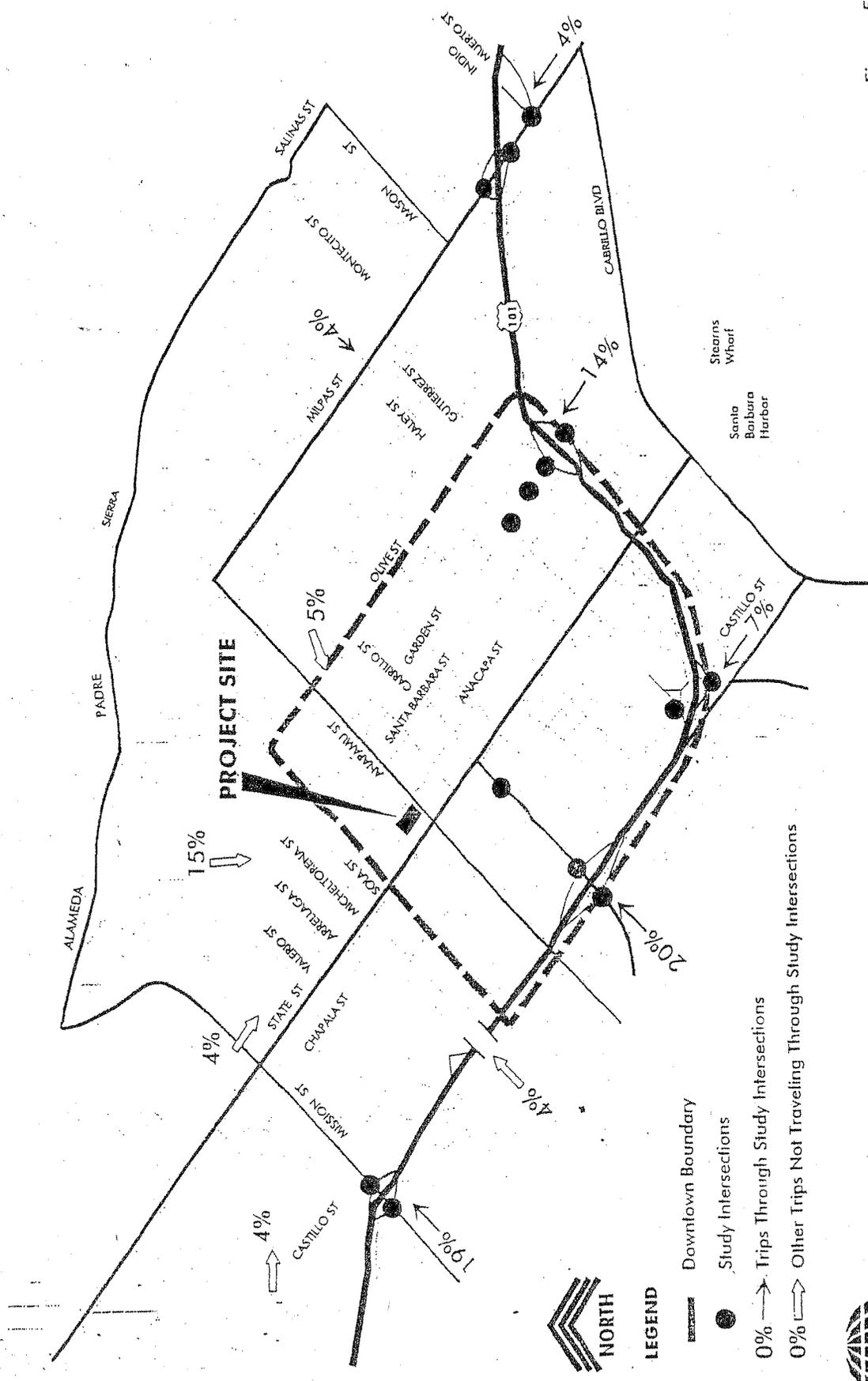


Figure 5  
PM PEAK HOUR TRIP ASSIGNMENT-INBOUND TRIPS

340425/Study Report/ Trip Assignments 2/9/2000



WILBUR SMITH ASSOCIATES



## Chapter 4

# PROJECT TRANSPORTATION IMPACT ANALYSIS

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This chapter describes the transportation impacts of the proposed project on the local street network during the weekday PM peak hour. Net new traffic generated by the proposed project was added to the background traffic under existing PM peak hour conditions. Figure 7 presents the net new PM peak hour traffic that would be generated by the proposed project.

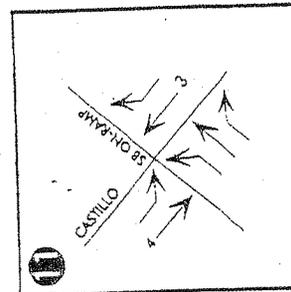
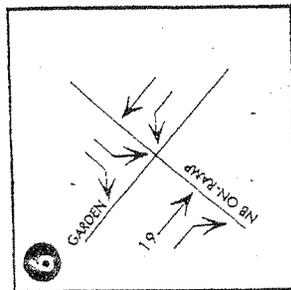
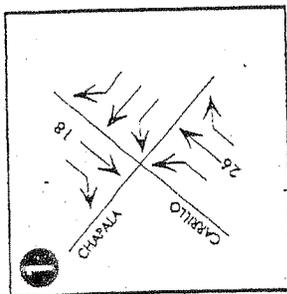
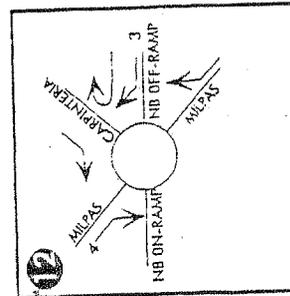
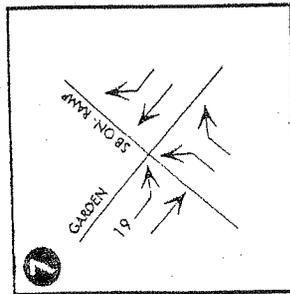
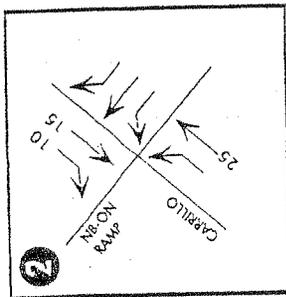
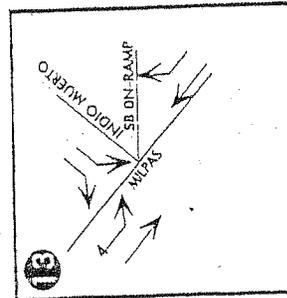
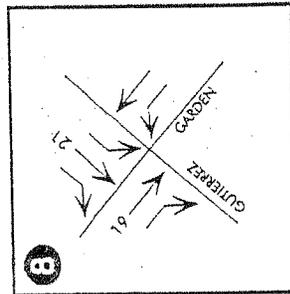
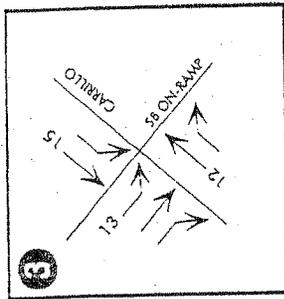
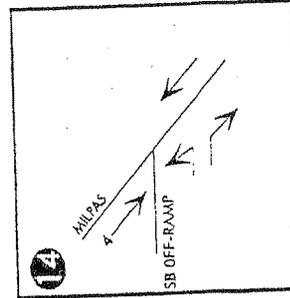
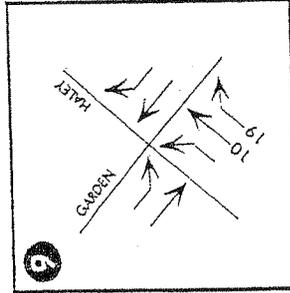
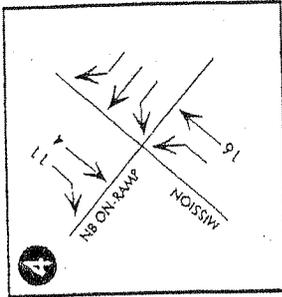
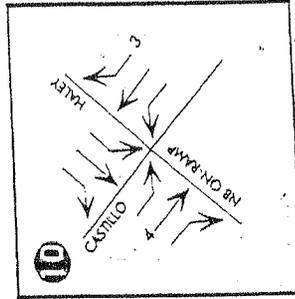
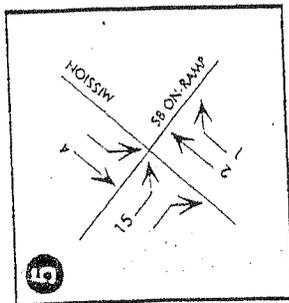
### 4.1 Project-Specific Impacts

As defined by the City of Santa Barbara, a project-specific impact would result when a project is found to generate traffic that causes the v/c ratio of an intersection to increase beyond 0.77, or if the project-related traffic increases the v/c ratio at an intersection already operating unacceptably by 0.01 or more.

PM peak hour traffic conditions were evaluated under the Existing Plus Project scenario at all of the fourteen study intersections. Study intersection analyses were conducted to assess potential traffic impacts generated by the addition of project traffic to existing traffic volumes.

Figure 8 illustrates the Existing Plus Project peak hour traffic volumes at the study intersections. Table 5 presents a comparison of the Existing Plus Project intersection operational analysis to existing conditions for the PM peak hour. Project-generated traffic would result in increases to v/c ratio at six of the fourteen study intersections during the PM peak hour. All but four of the study intersections would continue to operate at acceptable service levels (v/c ratio of 0.77 or less) during the PM peak hour with the addition of project-generated traffic. The project-generated traffic would cause the v/c ratio at two of the intersections that are currently operating unacceptably to increase by 0.01 or more, thereby resulting in project-specific impacts at the intersections of Carrillo Street/U.S. 101 Southbound ramps and Mission Street/U.S. 101 Southbound ramps. These project-specific significant impacts could be mitigated to an acceptable level, as described in Chapter 5. Appendix A provides the detailed calculations of the intersection level of service analysis.

The intersection of Mission Street and U.S. 101 southbound ramps has two westbound lanes that carry 960 vehicles during the PM peak hour. The proposed project would add 22 vehicles to the intersection of Mission Street and U.S. 101 southbound ramps during the PM peak hour. The additional traffic generated by the proposed project would cause the v/c ratio to increase from 0.93 to 0.94. The intersection of Carrillo Street and U.S. 101 southbound ramps has heavy traffic volumes turning left from the off-ramp to Carrillo Street and turning left from Carrillo Street to the on-ramp in addition to heavy through-movement volumes on Carrillo Street.



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Figure 7

PROJECT WEEKDAY PM PEAK HOUR TURNING MOVEMENT VOLUMES

340-255 Study Report Volume - 2-4-2000

SANTA BARBARA PARKING STRUCTURE TRANSPORTATION STUDY

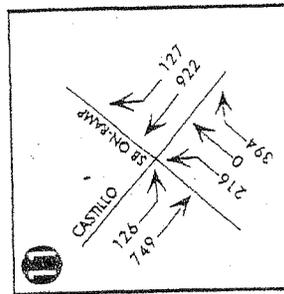
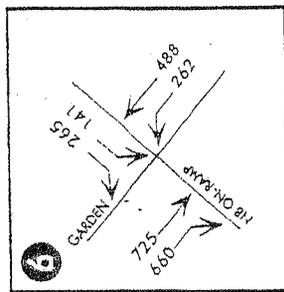
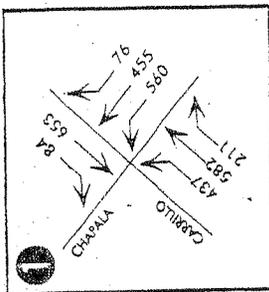
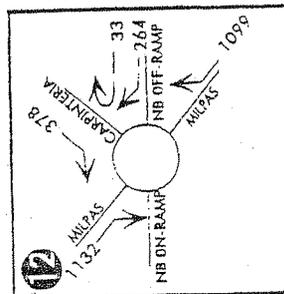
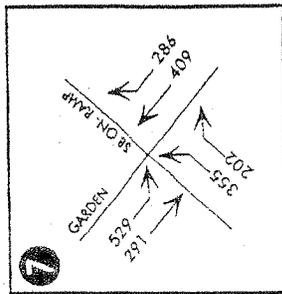
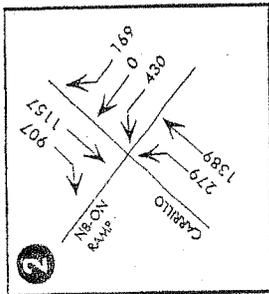
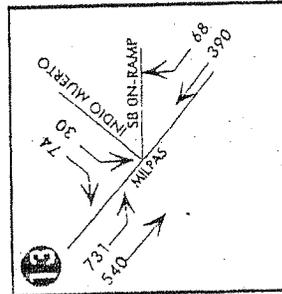
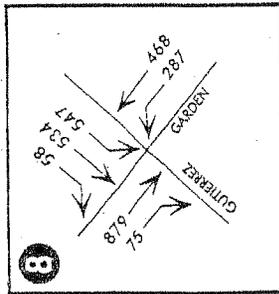
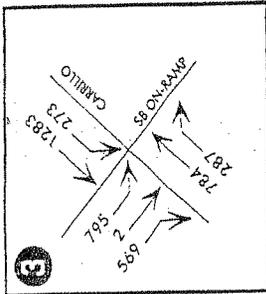
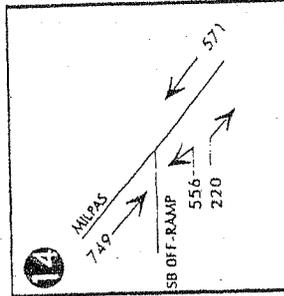
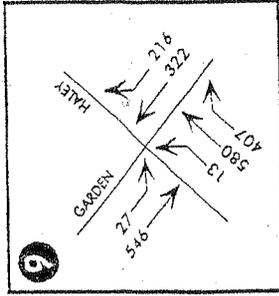
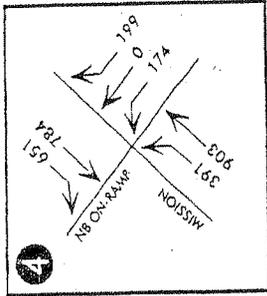
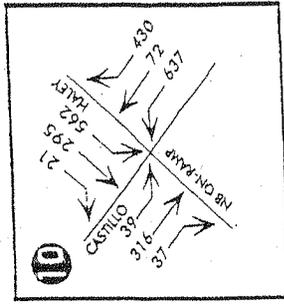
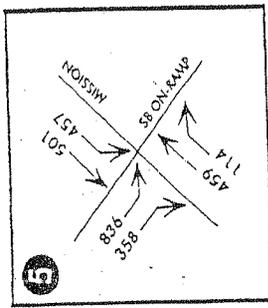


Figure 8

EXISTING + PROJECT WEEKDAY PM PEAK HOUR TURNING MOVEMENT VOLUMES

340475\Study Report\2\Volumes-7-24-2000

WILBUR SMITH ASSOCIATES



TABLE 5  
EXISTING PLUS PROJECT  
INTERSECTION PM PEAK HOUR LEVELS OF SERVICE

Study Intersections	Existing		Existing Plus Project	
	LOS	v/c	LOS	v/c
1. Carrillo Street/Chapala Street	B	0.67	B	0.68
2. Carrillo Street/U.S. 101 northbound ramps	C	0.80	C	0.80
3. Carrillo Street/U.S. 101 southbound ramps	C	0.79	C	0.80
4. Mission Street/U.S. 101 northbound ramps	C	0.71	C	0.71
5. Mission Street/U.S. 101 southbound ramps	E	0.93	E	0.94
6. Garden Street/ U.S. 101 northbound ramps	B	0.66	B	0.66
7. Garden Street/ U.S. 101 southbound ramps	A	0.59	A	0.60
8. Garden Street/Gutierrez Street	C	0.71	C	0.73
9. Garden Street/Haley Street	B	0.70	C	0.71
10. Castillo Street/U.S. 101 northbound ramp	D	0.82	D	0.82
11. Castillo Street/ U.S. 101 southbound ramps	C	0.75	C	0.75
12. Milpas Street/Carpinteria Street/U.S. 101 northbound ramps <sup>1</sup>	A	0.60	A	0.60
13. Milpas Street/Indio Muerto Street/U.S. 101 southbound on-ramp	A	0.52	A	0.52
14. Milpas Street/U.S. 101 southbound off-ramp	A	0.51	A	0.51

Source: Wilbur Smith Associates.

Note:

<sup>1</sup> The average delay and level of service presented for the roundabout are for the worst approach.

The additional traffic generated by the proposed project would result in increases in traffic volumes on streets in the vicinity of City Lot 6. A large portion of the additional traffic generated by the site would be traveling on commercial corridors to and from U.S. 101, and would not travel through the residential neighborhoods immediately north and east of the project site. However, some project-generated traffic would travel on residential streets in these areas. Approximately 15 percent of the project-generated traffic, or 24 vehicles during the PM peak hour, are expected to travel on various local streets north and east of the project site. Many of these vehicles will access residences in the area, and therefore be dispersed to several streets in this area.

## 4.2 Congestion Management Plan (CMP) Impacts

The proposed project would generate 26 northbound and 20 southbound vehicles on the segment of U.S. 101 immediately south of Milpas Street, for a total increase of 46 vehicles during the PM peak hour. The project would generate 24 northbound and 18 southbound vehicles on the segment of U.S. 101 immediately north of Mission Street, for a total increase of 42 vehicles on this freeway segment during the PM peak hour. The additional traffic that would be created on the study freeway segment is less than the threshold of 50 trips outlined in the Congestion Management Program, and therefore no freeway impact analysis is necessary.

All but two of the study intersections (Garden/Haley and Garden/Gutierrez) are components of the CMP network. The CMP guidelines indicate that any of the following conditions would constitute a significant impact to the CMP system: any CMP intersection operating at LOS A or B decreasing two levels of service due to project-generated traffic, any CMP intersection operating at LOS C decreasing to LOS D or worse due to project-generated traffic, the addition of 20 peak hour vehicle trips to any CMP intersection operating at LOS D, or the addition of ten peak hour vehicle trips to any CMP intersection operating at LOS E or F.

Based on these criteria, the proposed project would cause CMP impacts at the intersection of Mission Street/U.S. 101 southbound ramps.

## 4.3 Bicycle Impacts

For the purposes of this analysis, the project would be considered to have a significant effect on the environment if it would create congested bicycle routes, create particularly hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and to adjoining areas.

The project is estimated to generate 41 outbound net new PM peak hour bicycle trips during the PM peak hour. Current bicycle activity in the area was observed and qualitatively assessed to be moderate during the PM peak hour, as bicycle volumes are such that cyclists encounter and are aware of other cyclists, but are generally able to select individual travel speeds. The additional bicycle trips created by the proposed project would not result in congested bicycle routes, and the development of the project would not interfere with bicycle accessibility to the site or adjoining areas. Therefore, the proposed project would not create any bicycle-related significant impacts.

The bike station is oriented toward Anacapa Street. Anacapa Street would provide cyclists access to the Class II bicycle facility on Anapamu Street (limited hours), which in addition to accommodating cyclists in the east-west direction, provides access to the Class II facility on State Street, which is one block away and facilitates bicycles in the north-south direction. These bicycle routes in the immediate vicinity of the project would allow bicyclists to travel to the project site from other areas of Santa Barbara. The bike station would encourage some individuals to shift modes from automobile to bicycle (an estimated 27 PM peak hour trips), and consequently would have a positive effect on traffic conditions in the area.

At times, there would be conflicts between bicyclists traveling south on Anacapa Street and west on Anapamu Street and vehicles entering the parking structure from these streets. This conflict currently exists on Anacapa Street, as vehicles queue on the street to enter the parking lot require bicyclists to merge to the left of the queue. Because the proposed project would provide a larger supply of parking compared to the existing Lot 6, the queues which occur when the lot is full on Anacapa Street will not exist under typical times and will be shorter than they are today during peak conditions. Thus, there will be fewer conflicts between vehicles entering the proposed structure and bicyclists on Anacapa Street than there are today.

However, currently there is no vehicular access to Lot 6 from Anapamu Street. Because the proposed parking structure will provide vehicular access from Anapamu Street, the potential conflict between bicyclists and vehicles entering the parking structure will increase at this location because of the proposed project. However, because the proposed structure would provide adequate supply, queues of vehicles entering the structure would be minimal and the potential impact between vehicles entering the structure and bicyclists on Anapamu Street would be minimal. Therefore, the proposed project would not significantly affect bicycle conditions on either Anacapa or Anapamu Street.

#### **4.4 Pedestrian Impacts**

For the purposes of this analysis, the project would be considered to have a significant effect on the environment if it were to result in substantial overcrowding on public sidewalks, create particularly hazardous conditions for pedestrians, or otherwise substantially interfere with pedestrian accessibility to the site and to adjoining areas.

Current pedestrian activity in the area was observed and qualitatively assessed to be moderate during the PM peak hour, as pedestrians were generally able to select normal walking speeds and easily bypass other slower pedestrians.

Pedestrians walking to and from the project site would approach the project site from all directions, such that there would likely be pedestrian traffic on Anacapa Street and Anapamu Street. There are currently continuous sidewalks on both sides of all streets within a two-block radius of the project site. The additional pedestrian trips created by the proposed project would not result in congested sidewalks, and the project would not create hazardous conditions for pedestrians or interfere with pedestrian accessibility to the site or adjoining areas. Therefore, the project would not cause any pedestrian-related significant impacts.

#### **4.5 Parking Impacts**

The City's *Circulation Element* emphasizes the importance of the availability of parking for Downtown customers, while reducing the need for downtown employee parking by making alternative modes of transportation convenient for Downtown employees and the public.

Previous studies have indicated that there is a parking deficit in the downtown area. The high occupancy levels of the City lots in the vicinity of the project site support this finding. The proposed structure would provide an additional 360 parking spaces than currently exists on the site. The additional 360 parking spaces provided by the proposed structure would accommodate

a portion of the future projected 600 to 800-space deficit in the downtown area. Therefore, no long-term parking impacts are anticipated.

#### 4.6 Construction Impacts

The proposed project would be constructed over a 15-month period, excluding the interior tenant improvements (bike station and parking offices), which may take an additional 2-3 months. Construction staging would occur on existing surface parking lot, and most truck traffic would travel to the site via U.S. 101 to Carrillo to Chapala or Santa Barbara to Anapamu/Victoria to Anacapa. Return trips will be on the parallel one-way streets and Carrillo. Deliveries from the Santa Barbara industrial area (e.g., from Vulcan concrete) will likely use the Haley/Gutierrez and Santa Barbara/Anacapa one-way couplets.

The heavy construction phase will include excavation, and concrete and steel construction. The duration of the heavy construction phase would be eight months, and during this time there would be 20 to 25 construction workers on the site on a typical day. During peak days, such as major concrete pours, as many as 50 workers could be on site. Typical work hours would be restricted to: 7:00 AM or 7:30 AM to 3:30 PM or 4:00 PM). Therefore, construction workers would likely arrive at the site before the AM peak hour and leave the site before the PM peak hour. Construction workers, in many cases, would not be able to park on-site due to the excavation for the underground levels of the parking garage, and workers would be transported to and from the site by shuttle bus.

Deliveries and worker traffic would be scheduled to completely avoid the AM and PM peak hours, with truck deliveries occurring before 7:30 AM or between 9:00 AM and 3:00 PM). There would be 5 to 10 truck trips on a typical day with 20 to 40 trucks on peak days such as major concrete pours. During the concrete pours, trucks would be delivering concrete every 20 to 30 minutes during the off-peak morning hours.

During construction of the parking structure, there would be a temporary loss of the 210 parking spaces currently occupying the site. The peak occupancy of Lot 6 occurs in the early afternoon. During this time, other lots in the general vicinity (City Parking Lots 3, 4, 5, 7 and 8) and on-street parking spaces are typically 100 percent occupied, and would not be able to accommodate any of the surplus parking demand for Lot 6 during the construction period. Therefore, the loss of these 210 spaces for the 17- to 18-month period of construction would represent a significant impact to parking conditions in the downtown area. Furthermore, due to the excavation for the underground levels of the parking garage, construction workers would not be able to park on-site during construction, representing an impact to parking conditions in the area. Mitigation measures for construction worker parking deficiency and displacement of the existing 210 public parking spaces are discussed in Chapter 5.

#### 4.7 Cumulative Traffic Impacts

Cumulative traffic growth would occur from other developments in the project area as well as the proposed project. A list of approximately 105 projects that are either approved or pending approval was obtained from the City's Planning Division. These other projects would generate a total estimated 2,556 PM peak hour vehicle trips throughout the City (see Appendix B). These

vehicle trips were distributed on the roadway network. The impact of the proposed project and the other cumulative projects is presented in the cumulative analysis.

The cumulative projects include additional development at Santa Barbara City College that would accommodate an additional 3,000 students, about 465 net new residential units, about 166,000 square feet of net new office space, and various commercial developments.

Table 6 summarizes the results of the intersection LOS analysis for cumulative PM peak hour conditions (Existing and Existing-Plus-Project have also been included for comparison purposes). Under cumulative conditions, eight of the fourteen study intersections would operate at acceptable levels during the PM peak hour (i.e. a v/c ratio of 0.77 or less) and six intersections would operate at an unacceptable level. The proposed project would add traffic to all of the six intersections expected to operate at unacceptable levels under cumulative conditions, and would increase the v/c ratio at the intersection of Garden Street/Gutierrez Street from 0.77 to 0.78. Thus, the project would cause cumulative traffic impacts at seven of the study intersections, including Carrillo Street/U.S. 101 northbound ramps, Carrillo Street/U.S. 101 southbound ramps, Mission Street/U.S. 101 southbound ramps, Garden Street/ U.S. 101 northbound ramps, Garden Street/Gutierrez Street, Castillo Street/Haley Street/U.S. 101 northbound ramp, and Castillo Street/ U.S. 101 southbound ramps. Mitigation of the impacted intersections would improve the operating conditions of the affected intersections to those expected for cumulative conditions.

**TABLE 6  
CUMULATIVE INTERSECTION PM PEAK HOUR LEVELS OF SERVICE**

Intersection	Existing		Existing Plus Project		Cumulative		Cumulative Plus Project		Cumulative Plus Project - Mitigated	
	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c
	1. Carrillo Street/Chapala Street	B	0.67	B	0.68	B	0.68	B	0.68	B
2. Carrillo Street/U.S. 101 northbound ramps	C	0.80	C	0.80	D	0.85	D	0.86	D	0.85
3. Carrillo Street/U.S. 101 southbound ramps	C	0.79	C	0.80	D	0.89	D	0.90	D	0.89
4. Mission Street/U.S. 101 northbound ramps	C	0.71	C	0.71	C	0.73	C	0.73	C	0.73
5. Mission Street/U.S. 101 southbound ramps	E	0.93	E	0.94	E	0.97	E	0.97	E	0.97
6. Garden Street/ U.S. 101 northbound ramps	B	0.66	B	0.66	D	0.81	D	0.81	D	0.81
7. Garden Street/ U.S. 101 southbound ramps	A	0.59	A	0.60	B	0.67	B	0.67	B	0.67
8. Garden Street/Gutierrez Street	C	0.71	C	0.73	C	0.77	C	0.78	C	0.77
9. Garden Street/Haley Street	B	0.70	C	0.71	B	0.70	C	0.71	B	0.70
10. Castillo Street/Haley Street/U.S. 101 northbound ramp	D	0.82	D	0.82	E	0.92	E	0.92	E	0.92
11. Castillo Street/ U.S. 101 southbound ramps	C	0.75	C	0.75	D	0.90	D	0.90	D	0.90
12. Milpas Street/Carpinteria Street/U.S. 101 northbound ramps	A	0.60	A	0.60	B	0.67	B	0.68	B	0.67
13. Milpas Street/Indio Muerto Street/U.S. 101 southbound on-ramp	A	0.52	A	0.52	A	0.54	A	0.54	A	0.54
14. Milpas Street/U.S. 101 southbound off-ramp	A	0.51	A	0.51	A	0.53	A	0.53	A	0.53

Source: Wilbur Smith Associates

Notes:

1. The intersection of Milpas Street/Carpinteria Street/U.S. 101 northbound was analyzed as a roundabout.



# Chapter 5

## MITIGATION MEASURES

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### 5.1 TRAFFIC

#### 5.1.1 Existing Plus Project Conditions

Traffic generated by the project during the PM peak hour would cause the v/c ratio at the intersections of Carrillo Street/U.S. 101 Southbound ramps and Mission Street/U.S. 101 Southbound ramps to increase by 0.01 or more. Because these intersections currently operate at an unacceptable level, the increase in v/c ratio would represent a project-specific impact at each of these intersections. The proposed mitigation measure for all of these impacts is the implementation of a Supertickets program for downtown employees and is described in more detail below.

#### 5.1.2 Cumulative Conditions

The proposed project would add traffic to all of the six intersections expected to operate at unacceptable levels under cumulative conditions, and would increase the v/c ratio at the intersection of Garden Street/Gutierrez Street from 0.77 to 0.78. Thus, the project would cause cumulative traffic impacts at seven of the study intersections, including Carrillo Street/U.S. 101 northbound ramps, Carrillo Street/U.S. 101 southbound ramps, Mission Street/U.S. 101 southbound ramps, Garden Street/ U.S. 101 northbound ramps, Garden Street/Gutierrez Street, Castillo Street/Haley Street/U.S. 101 northbound ramp, and Castillo Street/ U.S. 101 southbound ramps. The proposed mitigation measure for these seven intersections is the same as those recommended for Existing Plus Project conditions. In order to estimate the potential reduction of PM peak hour vehicle trips that would result from the proposed mitigation measure, information on travel characteristics to downtown Santa Barbara was gathered from the 1999 TenEyck and Company Findings Report.

**Supertickets** are annual transit passes in the form of a credit card and would be distributed free-of-charge to the estimated 20,226 workers in the downtown area residing within the MTD service area.<sup>1</sup> Similar programs targeted at employees in Santa Clara, California and Denver, Colorado have had positive results. The Eco Pass Program in Santa Clara distributed passes to employers with a total of 40,000 employees in the first year. Many such programs have experienced an increase in transit ridership after the program was implemented. Unfortunately, however, the amount of verifiable data regarding the success of these programs is limited. Although the Santa Clara Valley Transportation Authority (VTA) has not conducted a rider survey to directly assess the ridership increase resulting from the ECO Pass Program, VTA ridership has increased and the ratio of revenue to ridership has remained steady, indicating that the average revenue per rider has not decreased.

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<sup>1</sup> Number of employees estimated by Mindy Norris, Traffic Solutions and is based on the number of surveys distributed to downtown workers and an estimated 30 percent capture rate.

The Denver Regional Transportation District (RTD) has conducted surveys of downtown riders to assess the effectiveness of the ECO Pass Program. After the program was implemented, riders noted that on average, they rode the bus 0.8 days per week more and drove 0.8 days per week less than prior to implementation of the ECO Pass Program, representing an average 16 percent mode shift from automobile to transit. Before implementation of the ECO Pass Program, 54 percent of the surveyed downtown workers traveled by automobile, compared to 38 percent after program implementation. It should be noted that the percent of persons traveling by automobile prior to implementation of the program was relatively low. In Santa Barbara, where the existing automobile mode share is higher, a lower mode shift to transit would likely occur than that observed in Denver.

A study conducted at the University of Wisconsin, Milwaukee about the effectiveness of the UPASS program included student surveys before and after the program was implemented. The overall reduction in the percent of people traveling by automobile is comparable to the results of the survey of Denver RTD downtown riders. The UPASS study found that the reduction in single occupant vehicle (SOV) trips was different depending on the student's place of residence. This differential in mode shift can be attributed to the general difference in accessibility to and convenience of transit in different geographic areas. The results of the UPASS program are not directly applicable to downtown Santa Barbara as a university environment is different from a downtown in that many students do not have automobiles. One aspect of the results of the UPASS program that is relevant to Santa Barbara is the finding that there is a higher likelihood for short distance trips to be diverted from auto to transit, than the longer trips. In Santa Barbara, this observation is already supported by the fact that the amount of auto travel appears to increase with the distance in the downtown as is discussed below. Also the planned implementation of the MTD Electric Avenue shuttle program will greatly enhance linkages by transit to the downtown from the neighborhoods closest to the downtown, further supporting the suggestion that the closer in neighborhoods will generate the most additional transit use under the Supertickets program.

In Santa Barbara, 73 percent of the trips to downtown from residences in the downtown area (ZIP Code 93101) are made by automobile, but 97 percent of the trips to downtown from residences in Montecito are made by automobile.<sup>2</sup> As demonstrated by the study of the UPASS program, the potential reduction in employee SOV trips to the downtown area is greater than the potential reduction in SOV trips between downtown Santa Barbara and communities farther from the downtown area. Many of these communities offer transit service to the downtown area, however this service generally has longer headways and less coverage. Therefore, the potential reduction in SOV trips from a specific area is in effect lower in areas where the existing percentage of persons choosing to travel by automobile is higher.

It is important to note that the estimation of the potential effectiveness of the Supertickets program is a difficult task given the lack of data regarding the success of the existing programs

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<sup>2</sup>Findings Report: Transportation and Parking Study, TenEyck and Company, November 4, 1999.

and the limited data that is available regarding the number, type, and travel characteristics of existing employees in downtown Santa Barbara. Travel characteristics and demographics such as mode share to the downtown area from different ZIP codes, the distribution of downtown workers to ZIP codes, the number of these residents from each ZIP code working in the downtown area, and the number of days that individuals typically drive downtown each week were used to estimate the potential reduction. The methodology is described in Appendix C. The issuance of Supertickets to the estimated 20,226 downtown employees residing within the MTD service area is estimated to result in a 5.6 percent reduction in SOV trips, and would reduce the number of vehicle trips to/from the downtown area during the PM peak hour by 455 vehicle trips.

The reduction of 455 PM peak hour vehicle trips would also include the 23 PM peak hour trips that are mitigated by the current free weekly transit pass program, resulting in a net reduction of 432 PM peak hour vehicle trips. The reduction of 432 PM peak hour vehicle trips would be more than adequate to completely mitigate the impacts of the additional 229 additional PM peak hour vehicle trips that would be generated by the proposed project. The distribution of the transit passes could be limited to the number of employees needed to provide the mitigation for the 229 trips. This would be done by distributing the passes to 53% (229 trips/432 trips) of the 20,226 employees living within the MTD service area, or about 10,722 passes. In order to effectively mitigate the project-related impacts, the Superticket program must be in place prior to occupancy of the Lot 6 parking structure.

The distribution of the passes could be accomplished by distributing the passes to all the employees working for the employees within the boundaries of the benefit zone of the existing downtown business improvement district and living within the MTD service area.

The Downtown Parking Program would be responsible for permanently purchasing enough Supertickets (10,722) to mitigate the number of PM peak hour vehicle trips generated by the proposed project at impacted intersections, and for the marketing for the Superticket. Later expansion of the program would be by other subsequent projects through the Downtown Traffic Mitigation and Housing Program (DTTHMP).

Based on the estimated PM peak hour vehicle trip reduction presented in this report, the Downtown Parking Program would be funding 10,722 Superticket passes in order to mitigate the 229 PM peak hour trips. The success of the program must be monitored on an annual basis using the new MTD farebox system and/or downtown employee surveys. Each year, adjustments may be required to ensure Lot 6 traffic impacts continue to be fully mitigated. Such adjustments may include (but are not limited to) the purchase of additional tickets or targeted funding marketing programs that increase awareness of the program.

All downtown employees in the BPID would be eligible to participate in the Superticket Program. Tickets will be issued in six-month increments for as many trips on MTD buses and shuttles as the user wishes during the period. Employees would be required to use their tickets a minimum number of times in each six-month period in order to be able to renew their tickets.

The number of times an employee would be required to use the Superticket in this time period would be set so as to ensure that the cost of the Supertickets Program does not exceed the Program revenue. The Superticket Program will likely be operated by the Downtown Organization, Traffic Solutions (a non-profit corporation sponsored by the Santa Barbara County Association of Governments), or both of these groups.

## 5.2 CONSTRUCTION

There would be a temporary loss of the existing 210 parking spaces during the 15-month construction period for the proposed project, indicating a project-specific impact to parking conditions in the area. In order to mitigate this temporary loss of parking spaces and minimize the impact of construction-related activities on the roadway network, the following mitigation measures are proposed:

- Temporary alternative transportation and parking programs shall be implemented to address the need for replacement parking during construction of the proposed project. Programs to be implemented shall include:
  - Provision of off-site parking for construction workers and downtown employees at remote site or sites. The remote site or sites shall provide a total of 210 spaces to fully mitigate the temporary construction-related parking impact. Potential sites may include existing private parking lots that are generally not utilized during the peak period, such as church parking lots or the Santa Barbara County Bowl parking lot. If the site is not located within a three-block radius of Lot 6, shuttle bus service shall be provided. The 210 spaces must be available at the remote site(s) for the duration of the construction period and until the proposed parking structure is open.
  - Temporary assisted parking programs (e.g., El Paseo lot) to maximize the use of parking facilities near Lot 6 including City Parking Lot 5, the Louise Lowry Davis Center parking lot and County parking lots (Victoria Street and Garden Street lots).
  - Temporary conversion of on-street parking along selected downtown streets (such as Chapala Street between Figueroa and Victoria Streets, Victoria Street between Chapala and Anacapa Streets, and Anapamu Street between Chapala and Anacapa Streets) from parallel to angle parking to increase the supply of on-street parking near Lot 6 during construction.
  - Expansion (prior to the beginning of construction) of programs to make alternative transportation easier to use such as the existing transit pass program. This may include implementation of the Supertickets Program and expanded electric shuttle program, although the timing of these program is not clear at this time, with the exception that the Supertickets program must be in place prior to the opening of the Lot 6 structure.
  - Work with the County to develop and implement temporary programs to address customer parking for the County buildings.

Currently, the following two primary programs are planned to mitigate the entire temporary 210 parking space deficit that would occur during the construction period of the proposed project (similar programs could be substituted for these programs to temporarily provide 210 parking spaces):

- *Louise Lowry Davis Assisted Parking* – This program would use the portion of the parking lot not used for park purposes and not used by the thrift store. Parking lot assistants would park cars bumper-to-bumper and door-to-door in the entire 22,400-square foot area of the lot, which could accommodate 112 automobiles under this scenario.
- *County Parking Lot on Victoria Street* – This program would use the portion of the County parking lot that fronts Victoria Street for assisted parking. Assisted parking would allow this 19,200-square foot area to accommodate 104 automobiles. The Downtown Parking Program would install the necessary temporary kiosk and parking control equipment and operate it. One option would be for County employees that park in the lot to carpool in County pool cars to and from the County offices. The County pool cars would be available in the County lot during the day for use by County and employees and would be stored during non-work hours at the County Bowl. Another option would be to provide a shuttle service between the County Bowl and the County offices.
- The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods.
- On-site or off-site storage shall be provided for construction materials and equipment in order to avoid storage of construction materials within the public right-of-way.
- Construction-related trips shall not be scheduled during the morning or afternoon commute hours to help reduce traffic impacts on adjacent streets and roadways.



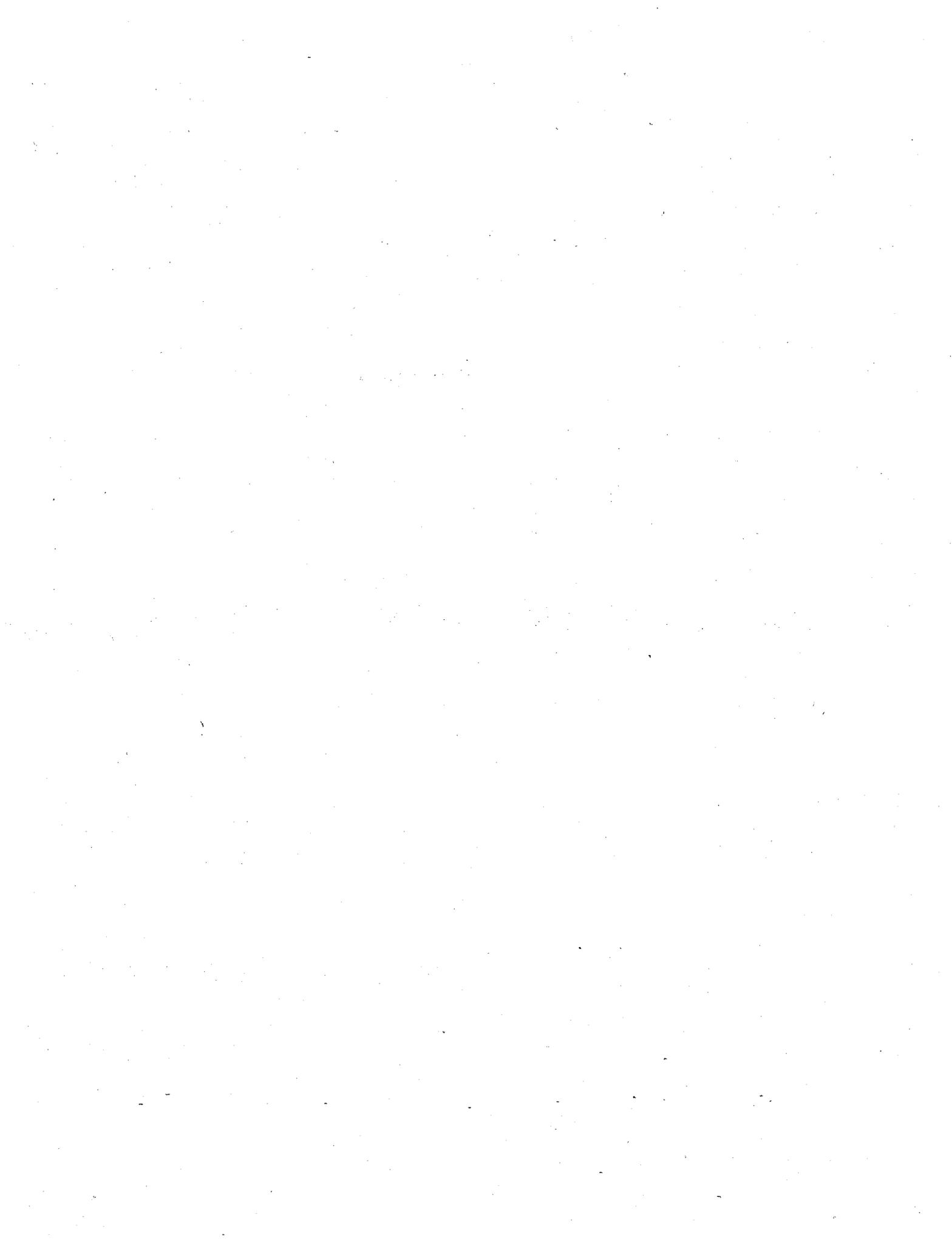
# APPENDICES

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**Appendix A**  
**LEVEL OF SERVICE DESCRIPTIONS**  
**ROUNDBOUT ANALYSIS METHODOLOGY**  
**LEVEL OF SERVICE CALCULATIONS**

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## SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Volume-to-Capacity Ratio	Typical Traffic Condition
A	0.00 to 0.60	Progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all.
B	0.61 to 0.70	Generally good progression, short cycle lengths, or both. More vehicles stop than with LOS A. Drivers begin to feel restricted.
C	0.71 to 0.80	Fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear, though many still pass through the intersection without stopping. Most drivers feel somewhat restricted.
D	0.81 to 0.90	The influence of congestion becomes more noticeable. Progression is unfavorable, and cycle lengths are longer. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable. Queues may develop but dissipate rapidly, without excessive delays.
E	0.91 to 1.00	These high v/c ratios generally indicate poor progression, long cycle lengths. Individual cycle failures are frequent occurrences. Vehicles may wait through several signal cycles and long queues of vehicles form upstream.
F	> 1.00	Considered to be unacceptable to most drivers. Often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay levels. Queues may block upstream intersections.

Source: Intersection Capacity Utilization methodology.



# ROUNDBOUT ANALYSIS METHODOLOGY

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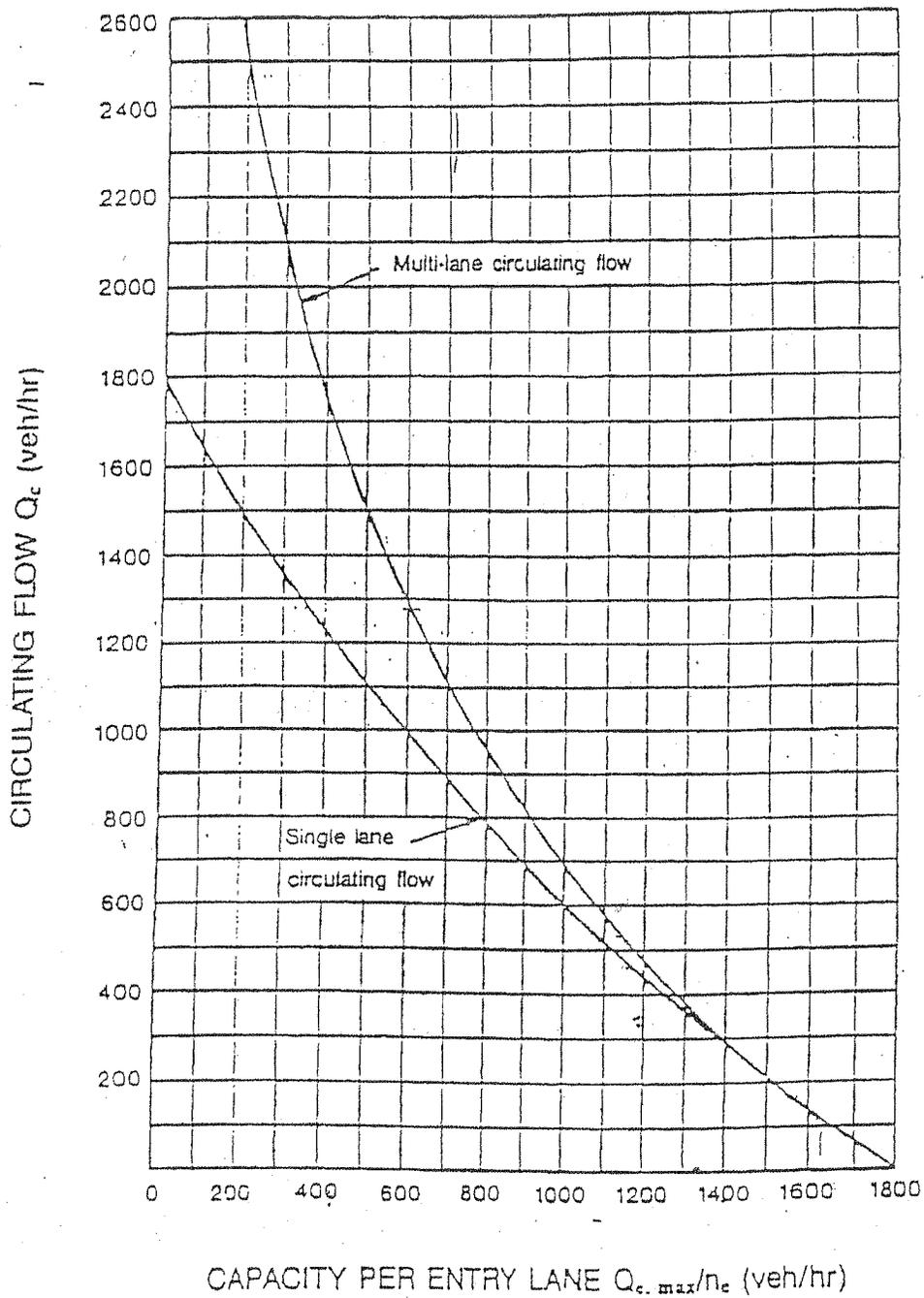
## CAPACITY ANALYSIS<sup>1</sup>

A roundabout is simply a series of Tee intersections with both legs having one-way traffic. So a capacity analysis consists of a simple gap acceptance analysis for each entry. The objective is to find out if sufficient suitable sized gaps exist into which the entering stream of vehicles can enter. The step-by-step process is as follows:

1. Draw traffic count approach data in a graphical format.
2. Total entry volume for each approach.
3. Distribute through and left-turn volumes across each approach. Each through traffic volume will affect one approach only. Each left-turn traffic volume will affect one approach at a Tee intersection, two approaches at a four-way intersection and three approaches at a five-leg intersection.
4. Total the traffic volumes at each entry.
  - a) One value at a Tee intersection.
  - b) Three values at a four-way intersection.
  - c) Six values at a five-way intersection.
5. Fill in calculation form with entry volume and circulating volume. Unless it is determined, start with the assumption of a single lane roundabout. Generally if the hourly volume:
  - a) Is less than 2,800 vehicles per hour (vph), start with a single lane roundabout.
  - b) Is between 2,800 and 4,000 vph, start with a two-lane roundabout.
  - c) Is greater than 4,000 vph, start with a three-lane roundabout.
6. In turn, take each circulating flow and go across to single lane line and down to Capacity per Lane. Add capacity value to form.
7. Divide the entry volume per lane by capacity to get degree of saturation.
8. If the value is too high, look at adding right-turn lane or lanes, make two lanes on two opposing approaches, or use the next number of lanes. If a multi-lane roundabout is needed, fill in column two by dividing entry volume by the number of entry lanes.
9. Look up capacity on delay chart, but this time, go up to multi-lane roundabout line.
10. Repeat process to obtain new degree of saturation.

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<sup>1</sup> Source: *Roundabouts*, Michael J. Wallork, P.E., Senior Transportation Engineer, Genesis Group, Inc.



### ROUNDBABOUT CAPACITY

**EXISTING CONDITIONS: PM PEAK HOUR**

	Northbound Milpas NB			Northwestbound US 101 Off-ramp			Southbound Milpas SB			Westbound Carpinteria			Total
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Entry Volume	218	748	133	26	235	33	113	638	377	83	194	101	2899
Circulating Volume			1099			294			1128			378	
			113			1212			521			1227	

Approach Leg	Entry Volume	Entry Volume per Lane	Circulating Volume	Capacity per Lane (see Fig. 1)	Degree of Saturation (see Note 1)
1	1099	550	113	1630	0.34
2	294	147	1212	640	0.23
3	1128	564	521	1140	0.49
4	378	378	1227	635	0.60

**EXISTING PLUS PROJECT CONDITIONS: PM PEAK HOUR**

	Northbound Milpas NB			Northwestbound US 101 Off-ramp			Southbound Milpas SB			Westbound Carpinteria			Total
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Entry Volume	218	748	133	26	238	33	113	642	377	83	194	107	2912
Circulating Volume			1099			297			1132			384	
			113			1212			521			1230	

Approach Leg	Entry Volume	Entry Volume per Lane	Circulating Volume	Capacity per Lane (see Fig. 1)	Degree of Saturation (see Note 1)
1	1099	550	113	1630	0.34
2	297	149	1212	640	0.23
3	1132	566	521	1140	0.50
4	384	384	1230	635	0.60

**CUMULATIVE CONDITIONS: PM PEAK HOUR**

	Northbound Milpas NB			Northwestbound US 101 Off-ramp			Southbound Milpas SB			Westbound Carpinteria			Total
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Entry Volume	225	807	133	26	245	40	113	650	430	83	194	122	3068
Circulating Volume			1165			311			1193			399	
			113			1278			528			1303	

Approach Leg	Entry Volume	Entry Volume per Lane	Circulating Volume	Capacity per Lane (see Fig. 1)	Degree of Saturation (see Note 1)
1	1165	583	113	1630	0.36
2	311	156	1278	610	0.26
3	1193	597	528	1140	0.52
4	399	399	1303	600	0.67

**CUMULATIVE PLUS PROJECT CONDITIONS: PM PEAK HOUR**

	Northbound Milpas NB			Northwestbound US 101 Off-ramp			Southbound Milpas SB			Westbound Carpinteria			Total
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Entry Volume	225	807	133	26	248	40	113	654	430	83	194	128	3081
Circulating Volume			1165			314			1197			405	
			113			1278			528			1306	

Approach Leg	Entry Volume	Entry Volume per Lane	Circulating Volume	Capacity per Lane (see Fig. 1)	Degree of Saturation (see Note 1)
1	1165	583	113	1630	0.36
2	314	157	1278	610	0.26
3	1197	599	528	1140	0.53
4	405	405	1306	600	0.68

# LOS Calculations

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Intersection: Carrillo/Chapala

	Number of Lanes	Capacity (vph)	Volume (vph)				v/c			
			Existing	Existing Plus Project	Cumulative	Cumulative Plus Project	Existing	Existing Plus Project	Cumulative	Cumulative Plus Project
NBL	0	0	560	560	569	569	0.00	0.00	0.00	0.00
NBT	3	4800	455	455	460	460	0.21	0.21	0.21	0.21
NBR	1	1600	76	76	76	76	0.05	0.05	0.05	0.05
SBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBL	2	3200	437	437	445	445	0.14	0.14	0.14	0.14
EBT	2	3200	556	582	556	582	0.24	0.25	0.24	0.25
EBR	0	0	211	211	211	211	0.00	0.00	0.00	0.00
WBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBT	2	3200	635	653	635	653	0.22	0.23	0.22	0.23
WBR	0	0	84	84	84	84	0.00	0.00	0.00	0.00
Lost Time							0.1	0.1	0.1	0.1
Intersection Capacity Utilization							0.67	0.68	0.68	0.68
Level of Service							B	B	B	B

Intersection: Carrillo/US 101 NB

	Number of Lanes	Capacity (vph)	Volume (vph)				v/c			
			Existing	Existing Plus Project	Cumulative	Cumulative Plus Project	Existing	Existing Plus Project	Cumulative	Cumulative Plus Project
NBL	1	1600	430	430	437	437	0.27	0.27	0.27	0.27
NBT	1	1600	0	0	0	0	0.11	0.11	0.11	0.11
NBR	0	0	169	169	169	169	0.00	0.00	0.00	0.00
SBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBL	1	1600	279	279	286	286	0.17	0.17	0.18	0.18
EBT	2	3200	1364	1389	1527	1553	0.43	0.43	0.48	0.49
EBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBT	3	4800	1142	1157	1350	1365	0.24	0.24	0.28	0.28
WBR (1)	1	1600	649	659	738	748	0.41	0.41	0.46	0.47
Lost Time							0.1	0.1	0.1	0.1
Intersection Capacity Utilization							0.80	0.80	0.85	0.86
Level of Service							C	C	D	D

(1) The westbound right-turn volume was reduced by 27.6% for the right turns on red.

Intersection: Carrillo/US 101 SB

	Number of Lanes	Capacity (vph)	Volume (vph)				v/c			
			Existing	Existing Plus Project	Cumulative	Cumulative Plus Project	Existing	Existing Plus Project	Cumulative	Cumulative Plus Project
NBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
NBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
NBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SBL	0	0	782	785	872	885	0.00	0.00	0.00	0.00
SBT	3	4800	2	2	2	2	0.28	0.28	0.30	0.30
SBR	0	0	569	569	576	576	0.00	0.00	0.00	0.00
EBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBT	2	3200	772	784	852	864	0.24	0.25	0.27	0.27
EBR	1	1600	287	287	349	349	0.18	0.18	0.22	0.22
WBL	1	1600	273	273	362	362	0.17	0.17	0.23	0.23
WBT	3	4800	1268	1283	1394	1409	0.26	0.27	0.29	0.29
WBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Lost Time							0.1	0.1	0.1	0.1
Intersection Capacity Utilization							0.79	0.80	0.89	0.90
Level of Service							C	C	D	D

Intersection: Mission/US 101 NB

	Number of Lanes	Capacity (vph)	Volume (vph)				v/c			
			Existing	Existing Plus Project	Cumulative	Cumulative Plus Project	Existing	Existing Plus Project	Cumulative	Cumulative Plus Project
NBL	0	0	174	174	209	210	0.00	0.00	0.00	0.00
NBT	1	1600	0	0	0	0	0.11	0.11	0.13	0.13
NBR	1	1600	199	199	199	199	0.12	0.12	0.12	0.12
SBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBL	0	0	391	391	391	391	0.24	0.24	0.24	0.24
EBT	2	3200	887	903	900	916	0.40	0.40	0.40	0.41
EBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBT	2	3200	780	784	804	808	0.24	0.25	0.25	0.25
WBR	1	1600	640	651	657	668	0.40	0.41	0.41	0.42
Lost Time							0.1	0.1	0.1	0.1
Intersection Capacity Utilization							0.71	0.71	0.73	0.73
Level of Service							C	C	C	C

Intersection: Mission/US 101 SB

	Number of Lanes	Capacity (vph)	Volume (vph)				v/c			
			Existing	Existing Plus Project	Cumulative	Cumulative Plus Project	Existing	Existing Plus Project	Cumulative	Cumulative Plus Project
NBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
NBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
NBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SBL	0	0	821	836	832	846	0.00	0.00	0.00	0.00
SBT	2	3200	0	0	0	0	0.37	0.37	0.37	0.38
SBR	0	0	358	358	359	359	0.00	0.00	0.00	0.00
EBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBT	2	3200	457	459	459	461	0.18	0.18	0.19	0.20
EBR	0	0	113	114	164	165	0.07	0.07	0.10	0.10
WBL	0	0	457	457	477	477	0.29	0.29	0.30	0.30
WBT	2	3200	497	501	536	540	0.30	0.30	0.32	0.32
WBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Lost Time							0.1	0.1	0.1	0.1
Intersection Capacity Utilization							0.93	0.94	0.97	0.97
Level of Service							E	E	E	E

Intersection: Garden/US 101 NB

	Number of Lanes	Capacity (vph)	Volume (vph)				v/c			
			Existing	Existing Plus Project	Cumulative	Cumulative Plus Project	Existing	Existing Plus Project	Cumulative	Cumulative Plus Project
NBL	1	1600	262	262	340	340	0.16	0.16	0.21	0.21
NBT	2	3200	488	488	488	488	0.15	0.15	0.15	0.15
NBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SBT	3	4800	706	725	778	797	0.25	0.25	0.28	0.29
SBR (1)	0	0	495	495	578	578	0.31	0.31	0.36	0.36
EBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBL	0	0	141	141	222	222	0.00	0.00	0.00	0.00
WBT	1	1600	0	0	0	0	0.09	0.09	0.14	0.14
WBR (2)	1	1600	265	265	265	265	0.17	0.17	0.17	0.17
Lost Time							0.1	0.1	0.1	0.1
Intersection Capacity Utilization							0.66	0.66	0.81	0.81
Level of Service							B	B	D	D

- (1) The southbound right-turn volume was reduced by 25% for right turns on red.  
 (2) The westbound right-turn movement is not critical due to right turns on red.

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Intersection: Garden/US 101 SB

	Number of Lanes	Capacity (voh)	Volume (vph)				v/c			
			Existing	Existing Plus Project	Cumulative	Cumulative Plus Project	Existing	Existing Plus Project	Cumulative	Cumulative Plus Project
NBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
NBT	2	3200	409	409	487	487	0.22	0.22	0.27	0.27
NBR	0	0	286	286	382	382	0.00	0.00	0.00	0.00
SBL	2	3200	510	529	569	588	0.16	0.17	0.18	0.18
SBT	1	1600	291	291	385	385	0.18	0.18	0.24	0.24
SBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBL	0	0	355	355	355	355	0.00	0.00	0.00	0.00
EBT	3	4800	0	0	0	0	0.12	0.12	0.12	0.12
EBR	0	0	202	202	202	202	0.00	0.00	0.00	0.00
WBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Lost Time							0.1	0.1	0.1	0.1
Intersection Capacity Utilization							0.59	0.60	0.67	0.67
Level of Service							A	A	B	B

Intersection: Garden/Gutierrez

	Number of Lanes	Capacity (voh)	Volume (vph)				v/c			
			Existing	Existing Plus Project	Cumulative	Cumulative Plus Project	Existing	Existing Plus Project	Cumulative	Cumulative Plus Project
NBL	2	3200	287	287	287	287	0.09	0.09	0.09	0.09
NBT	1	1600	468	468	468	468	0.29	0.29	0.29	0.29
NBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SBT	2	3200	860	879	1029	1049	0.29	0.30	0.35	0.35
SBR	0	0	75	75	75	75	0.00	0.00	0.00	0.00
EBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBL	0	0	547	547	560	560	0.00	0.00	0.00	0.00
WBT	3	4800	513	534	530	551	0.23	0.24	0.24	0.24
WBR	0	0	58	58	58	58	0.00	0.00	0.00	0.00
Lost Time							0.1	0.1	0.1	0.1
Intersection Capacity Utilization							0.71	0.73	0.77	0.78
Level of Service							C	C	C	C

Intersection: Garden/Haley

	Number of Lanes	Capacity (vph)	Volume (vph)				v/c			
			Existing	Existing Plus Project	Cumulative	Cumulative Plus Project	Existing	Existing Plus Project	Cumulative	Cumulative Plus Project
NBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
NBT	1	1600	322	322	322	322	0.34 *	0.34 *	0.34 *	0.34 *
NBR	0	0	216	216	216	216	0.00	0.00	0.00	0.00
SBL	0	0	27	27	27	27	0.02 *	0.02 *	0.02 *	0.02 *
SBT	2	3200	546	546	715	715	0.18	0.18	0.23	0.23
SBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBL	0	0	13	13	13	13	0.00	0.00	0.00	0.00
EBT	2	3200	570	580	601	611	0.18	0.19	0.19	0.20
EBR	1	1600	388	407	388	407	0.24 *	0.25 *	0.24 *	0.25 *
WBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Lost Time							0.1	0.1	0.1	0.1
Intersection Capacity Utilization							0.70	0.71	0.70	0.71
Level of Service							B	C	B	C

Intersection: Castillo/US 101 NB On-Ramp/Haley

	Number of Lanes	Capacity (vph)	Volume (vph)				v/c			
			Existing	Existing Plus Project	Cumulative	Cumulative Plus Project	Existing	Existing Plus Project	Cumulative	Cumulative Plus Project
NBL	1	1600	637	637	723	723	0.40 *	0.40 *	0.45 *	0.45 *
NBT	1	1600	72	72	72	72	0.05	0.05	0.05	0.05
NBR	1	1600	427	430	529	531	0.27	0.27	0.33	0.33
SBL	0	0	39	39	39	39	0.00	0.00	0.00	0.00
SBT	2	3200	312	316	440	444	0.12 *	0.12 *	0.17 *	0.17 *
SBR	0	0	37	37	66	66	0.00	0.00	0.00	0.00
EBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBL	2	3200	562	562	662	662	0.18	0.18	0.21	0.21
WBT	1	1600	295	295	295	295	0.20 *	0.20 *	0.20 *	0.20 *
WBR	0	0	21	21	21	21	0.00	0.00	0.00	0.00
Lost Time							0.1	0.1	0.1	0.1
Intersection Capacity Utilization							0.82	0.82	0.92	0.92
Level of Service							D	D	E	E

Intersection: Castillo/US 101 SB

	Number of Lanes	Capacity (vph)	Volume (vph)				v/c			
			Existing	Existing Plus Project	Cumulative	Cumulative Plus Project	Existing	Existing Plus Project	Cumulative	Cumulative Plus Project
NBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
NBT	2	3200	919	922	1080	1084	0.33 *	0.33 *	0.40 *	0.40 *
NBR	0	0	127	127	185	185	0.00	0.00	0.00	0.00
SBL	0	0	125	126	154	154	0.08 *	0.08 *	0.10 *	0.10 *
SBT	2	3200	745	749	945	949	0.27	0.27	0.34	0.34
SBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBL	0	0	216	216	242	242	0.00	0.00	0.00	0.00
EBT	1	1600	0	0	0	0	0.14	0.14	0.15	0.15
EBR	1	1600	394	394	498	499	0.25 *	0.25 *	0.31 *	0.31 *
WBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Lost Time							0.1	0.1	0.1	0.1
Intersection Capacity Utilization							0.75	0.75	0.90	0.90
Level of Service							C	C	D	D

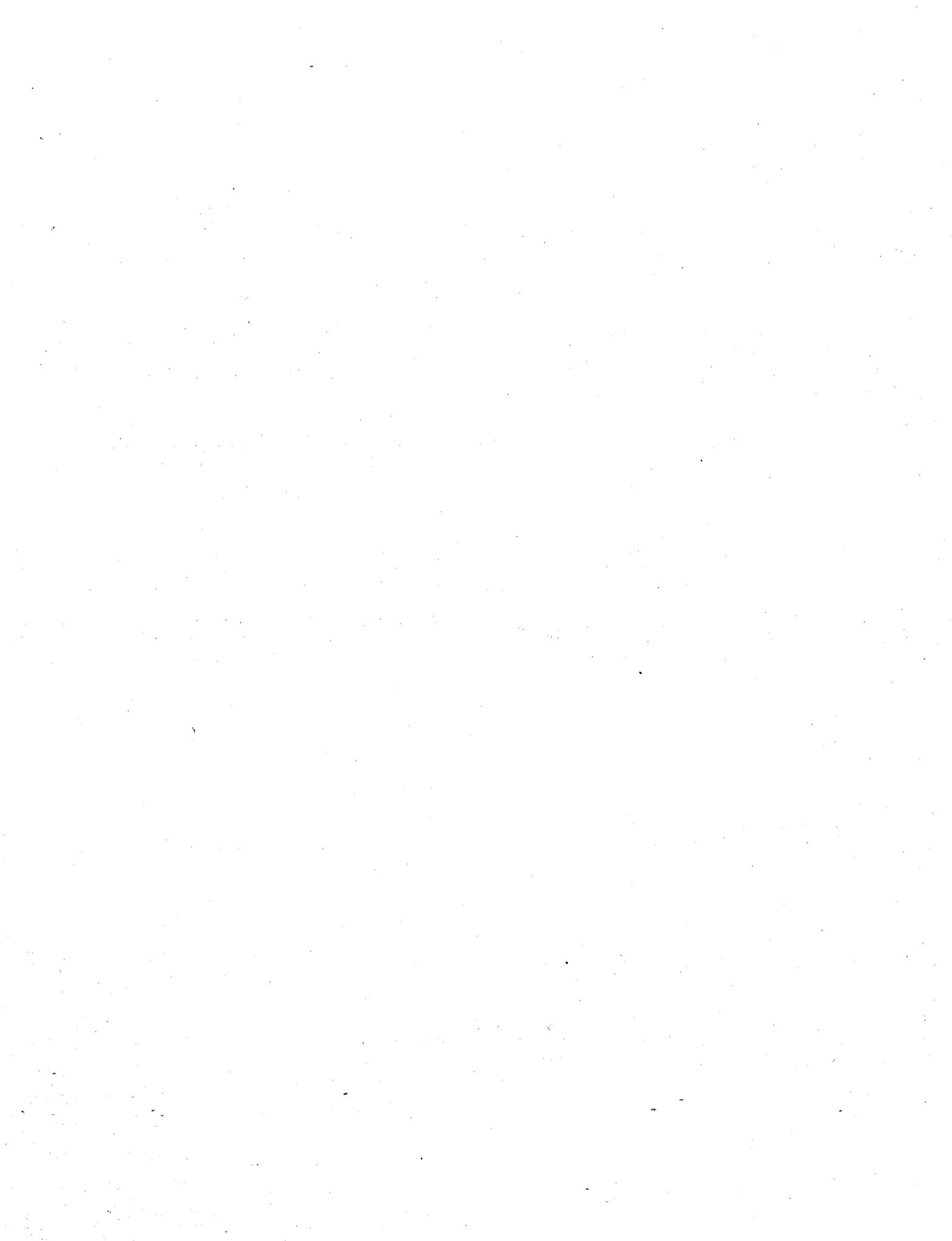
Intersection: Milpas/Indio Muerto/US 101 SB On-ramp

	Number of Lanes	Capacity (vph)	Volume (vph)				v/c			
			Existing	Existing Plus Project	Cumulative	Cumulative Plus Project	Existing	Existing Plus Project	Cumulative	Cumulative Plus Project
NBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
NBT	2	3200	390	390	399	399	0.14 *	0.14 *	0.16 *	0.16 *
NBR	0	0	68	68	114	114	0.00	0.00	0.00	0.00
SBL	2	3200	727	731	740	744	0.23 *	0.23 *	0.23 *	0.23 *
SBT	1	1600	540	540	569	569	0.34	0.34	0.36	0.36
SBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBL	1	1600	30	30	30	30	0.02	0.02	0.02	0.02
WBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBR	1	1600	74	74	74	74	0.05 *	0.05 *	0.05 *	0.05 *
Lost Time							0.1	0.1	0.1	0.1
Intersection Capacity Utilization							0.52	0.52	0.54	0.54
Level of Service							A	A	A	A

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Intersection: Milbas/US 101 SB Off-ramp

	Number of Lanes	Capacity (vph)	Volume (vph)				v/c			
			Existing	Existing Plus Project	Cumulative	Cumulative Plus Project	Existing	Existing Plus Project	Cumulative	Cumulative Plus Project
NBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
NBT	2	3200	571	571	580	580	0.18	0.18	0.18	0.18
NBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SBT	2	3200	745	749	787	792	0.23	0.23	0.25	0.25
SBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBL	2	3200	556	556	577	577	0.17	0.17	0.18	0.18
EBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBR	1	1600	220	220	220	220	0.14	0.14	0.14	0.14
WBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Lost Time							0.1	0.1	0.1	0.1
Intersection Capacity Utilization							0.51	0.51	0.53	0.53
Level of Service							A	A	A	A

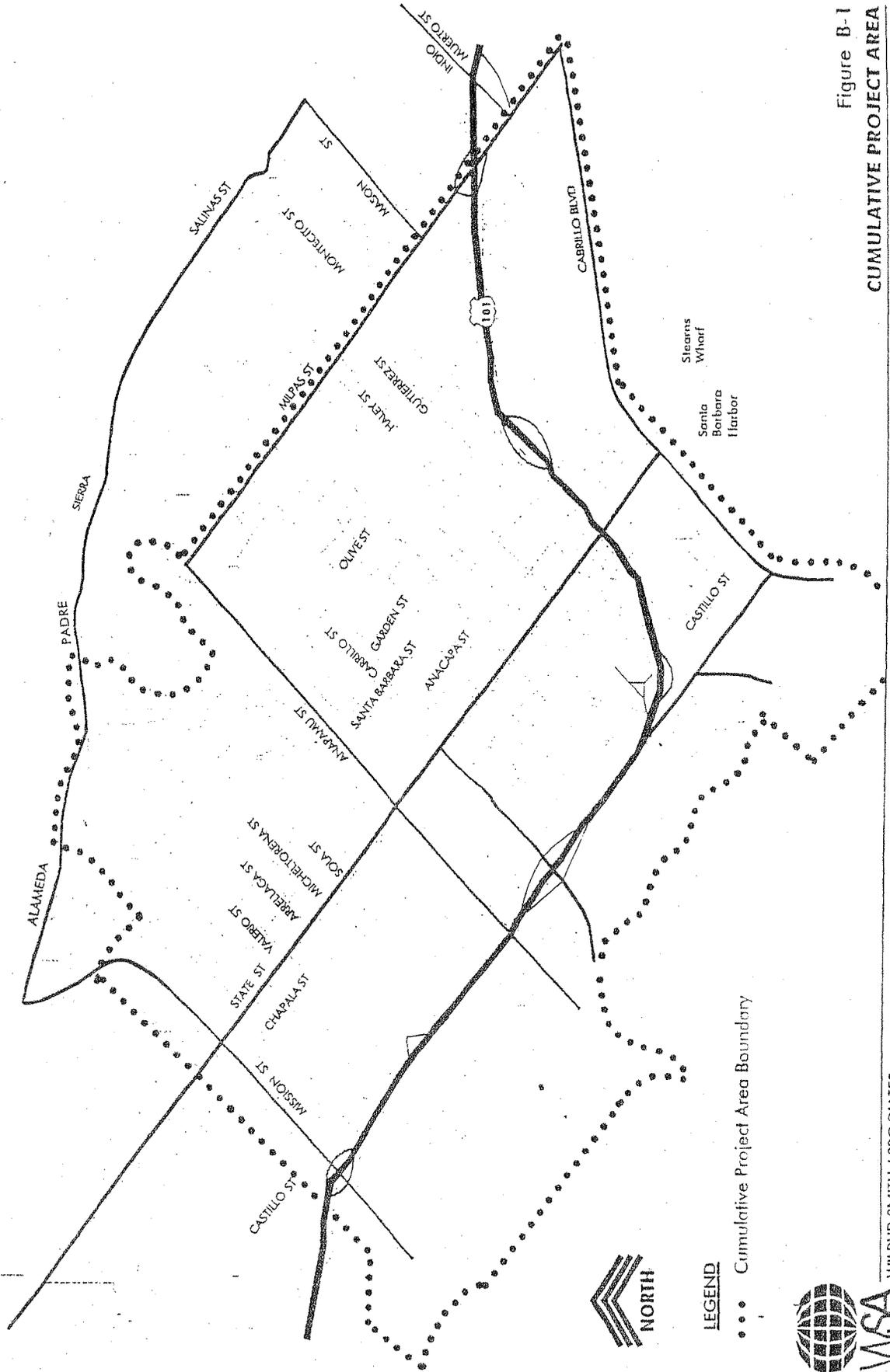


Appendix B  
**CUMULATIVE PROJECT TRIP GENERATION**

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SANTA BARBARA PARKING STRUCTURE TRANSPORTATION STUDY



LEGEND

..... Cumulative Project Area Boundary



WILBUR SMITH ASSOCIATES

Figure B-1  
CUMULATIVE PROJECT AREA

340425AS Study Report/Issue 7/9/79bno

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Name/ Address	Size	Land use Type	Approved/ Pending	Rate/ Unit	Note	Total Trips	TOTAL IN	TOTAL OUT
<b>1 Mission N</b>								
26 601 E. Micheltorena	30,000 s.f.	Medical (hospital)	P	4.08	LU 720 (Medical/Dental Office Bldg.), ITE 5th ed.	122.4	41.6	80.8
30 119 W. Pedregosa St.	1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	1.0	0.7	0.4
39 1620 Bath St.	2 DU	Residential	A	1.02	LU 210, ITE trip gen rate	2.0	1.3	0.7
50 1812 Castillo St.	3 DU	Residential	A	1.02	LU 210, ITE trip gen rate	3.1	2.0	1.1
56 1115 De La Vina St.	2 DU	Residential	A	1.02	LU 210, ITE trip gen rate	2.0	1.3	0.7
57 1517 De La Vina St.	2 DU	Residential	A	1.02	LU 210, ITE trip gen rate	2.0	1.3	0.7
58 1819 De La Vina St.	4 DU	Residential	A	1.02	LU 210, ITE trip gen rate	4.1	2.6	1.5
100 1525 State St.	117 s.f.	Office Addition	A	3.40	LU 710 (General Office Bldg.), ITE 5th ed.	0.4	0.0	0.4
101 1528 State St.	2,100 s.f.	Commercial	A	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	10.4	4.8	5.6
<b>Zone 1 Mission N</b>						147.4	55.6 38%	91.9 62%
<b>2 Mission S</b>								
33 1521 San Pascual St.	3 DU	Residential	P	1.02	LU 210, ITE trip gen rate	3.1	2.0	1.1
98 1819 San Andres St.	1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	1.0	0.7	0.4
<b>Zone 2 Mission S</b>						4.1	2.6 64%	1.5 36%
<b>3 Carrillo N</b>								
3 1215 Bath St.	4 DU	Residential	P	1.02	LU 210, ITE trip gen rate	4.1	2.6	1.5
100 W. Carrillo St.	69,500 s.f.	Office Building	A	3.40	LU 710 (General Office Bldg.), ITE 5th ed.	236.3	20.1	216.2
7 335 W. Carrillo St.	42 DU	Residential	P	1.02	LU 210, ITE trip gen rate	42.8	27.4	15.4
10 1035 Chapala St.	35,000 s.f.	Commercial	P	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	172.6	79.4	93.2
34 1317 Santa Babara St.	4 DU	Residential	P	1.02	LU 210, ITE trip gen rate	4.1	2.6	1.5
37 1021 Anacapa St.	-28,780 s.f.	Office Building	A	3.40	LU 710 (General Office Bldg.), ITE 5th ed.	-97.9	-8.3	-89.5
1021 Anacapa St.	29,780 s.f.	Office Building	A	3.40	LU 710 (General Office Bldg.), ITE 5th ed.	101.3	8.6	92.6
48 33 E. Carrillo St.	3,000 s.f.	Commercial	A	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	14.8	6.8	8.0
49 31 W. Carrillo St.	95 Rm	Hotel	A	0.71	LU 310 (Hotel), ITE 6th ed.	67.5	18.5	48.9
53 117 W. De La Guerra St.	600 s.f.	Commercial	A	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	3.0	1.4	1.6
55 1116 De La Vina St.	-5 DU	Residential	A			-1.0	-2.0	-2.0
1116 De La Vina St.	96 DU	Elderly Residential	A	0.21	LU 252, ITE trip gen rate	20.2	12.1	8.1
1116 De La Vina St.	2 DU	Elderly Caretaker	A	1.02	Assume LU 210, ITE	2.0	1.3	0.7
60 932 De La Vina St.	172 s.f.	Auto Care	A	4.01	LU 840, ITE trip gen rate	0.7	0.4	0.3
75 107 E. Micheltorena St.	469 s.f.	Public Service Center	A	0.55	Assume Nursing Home- LU 620, ITE	0.3	0.1	0.2
<b>Zone 3 Carrillo N</b>						567.6	170.9 30%	396.7 70%
<b>4 Carrillo S</b>								
23 1318 Kowaishi St.	1 DU	Residential	P	1.02	LU 210, ITE trip gen rate	1.0	0.7	0.4
32 1116 San Pascual St.	3 DU	Residential	P	1.02	LU 210, ITE trip gen rate	3.1	2.0	1.1
38 602 W. Anapamu St.	4,800 s.f.	Community Center	P	2.26	LU 495, ITE trip gen rate	10.8	4.0	6.8
97 1417 San Andres St.	-1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	-1.0	-0.7	-0.4
1417 San Andres St.	950 SF	Grocery/ fast food	A	29.15	LU (834+650)/2	27.7	14.7	13.0
107 1113 Walnut Ave.	-1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	-1.0	-0.7	-0.4
1113 Walnut Ave.	3 DU	Residential	A	1.02	LU 210, ITE trip gen rate	3.1	2.0	1.1
<b>Zone 4 Carrillo S</b>						43.6	22.0 50%	21.7 50%

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Name/ Address	Size	Land use Type	Approved/ Pending	Rate/ Unit	Note	Total Trips	TOTAL IN	TOTAL OUT
5 Castillo N								
9 608-614 Chapala St.	5,799 s.f.	Commercial	P	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	28.6	13.2	15.4
11 328 Chapala St.	-1,624 s.f.	Used car Dealership	A	2.50	Assume New Car Sale- LU 841, ITE	-4.1		
328 Chapala St.	11,575 s.f.	Commercial	A	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	57.1		
328 Chapala St.	17 DU	Residential	A	1.02	LU 210, ITE trip gen rate	17.3		
12 328 Chapala St.	-1,624 s.f.	Used car Dealership	P	2.50	Assume New Car Sale- LU 841, ITE	-4.1	-2.0	-2.0
328 Chapala St.	18 DU	Residential	P	1.02	LU 210, ITE trip gen rate	18.4	11.8	6.6
328 Chapala St.	12,866 s.f.	Retail	P	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	63.4	0.0	0.0
21 123 W. Gutierrez St.	1,210 s.f.	commercial	P	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	6.0	2.7	3.2
35 518 State St.	3,915 s.f.	Office	P	3.40	LU 710 (General Office Bldg.), ITE 5th ed.	13.3	1.1	12.2
40 431 Bath St.	1,699 s.f.	Commercial	A	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	8.4	3.9	4.5
431 Bath St.	-1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	-1.0	-0.7	-0.4
51 217 W. Coia St.	1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	1.0	0.7	0.4
54 418 W. Del La Guerra St.	6 DU	Residential	A	1.02	LU 210, ITE trip gen rate	6.1	3.9	2.2
59 414 De La Vina St.	6 DU	Residential	A	1.02	LU 210, ITE trip gen rate	6.1	3.9	2.2
70 231 E. Halsey St.	2 DU	Residential	A	1.02	LU 210, ITE trip gen rate	2.0	1.3	0.7
92 333 W. Ortega St.	2 DU	Residential	A	1.02	LU 210, ITE trip gen rate	2.0	1.3	0.7
103 620 State St.	-6,890 s.f.	Commercial	A	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	-34.0	-15.6	-18.3
620 State St.	9,890 s.f.	Commercial	A	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	48.8	22.4	26.3
<b>Zone 5 Castillo N</b>						<b>235.4</b>	<b>47.8</b>	<b>53.8</b>
							<b>47%</b>	<b>53%</b>
6 Castillo S								
4 336 W. Cabrillo Blvd. (Doubletree/ Hilton)	2 Rm	Hotel	P	0.71	LU 310 (Hotel), ITE 6th ed.	1.4	0.4	1.0
8 22 Castillo St.	5 Rm	Hotel	P	0.71	LU 310 (Hotel), ITE 6th ed.	3.6	1.0	2.6
13 423 Chapala St.	-8,124 s.f.	Charity	A	4.20	Assume Apparel Store (LU 870)	-34.1	-17.1	-17.1
423 Chapala St.	17,342 s.f.	Charity	A	4.20	Assume Apparel Store (LU 870)	72.8	36.4	36.4
14 700 Block Cliff Drive (Santa Barbara City College LRDP)	3,000 Studen ts	Community College	P	0.17	LU 540, ITE trip gen rate	510.0	346.8	163.2
22 434 W. Gutierrez St.	3 DU	Residential	P	1.02	LU 210, ITE trip gen rate	3.1	2.0	1.1
44 28 W. Cabrillo Blvd.	15 Rm	Hotel	A	0.71	LU 310 (Hotel), ITE 6th ed.	10.7	2.9	7.7
45 301 W. Cabrillo Blvd.	244 s.f.	Deck+ food vendor	P	52.40	Assume 244sf FastFood restaurant (LU 833)	12.8	6.5	6.3
65 113 Harbor Way	2,744 s.f.	Maritime Museum	A	11.54	Assume Multimedia Recreational Facil., ITE (LU 435)	31.7	15.8	15.8
113 Harbor Way	86 Seats	Maritime Museum Theater	A	0.07	Assume Movie Theater w/ out matinee (LU 443), ITE	6.0	3.0	3.0
66 132 Harbor Way	3,240 s.f.	"office and retail"	A	4.17	50% LU 814 (Specialty Retail Center), & 50% LU 710 (General Office Bldg.), ITE 5th ed.	13.5	3.7	9.8
73 309 Ladera St.	-2 DU	Residential	A	1.02	LU 210, ITE trip gen rate	-2.0	-1.3	-0.7
309 Ladera St.	4 DU	Residential	A	1.02	LU 210, ITE trip gen rate	4.1	2.6	1.5
85 200 W. Montecito St.	6,499 s.f.	Commercial	A	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	32.0	14.7	17.3
200 W. Montecito St.	2 DU	Residential	A	1.02	LU 210, ITE trip gen rate	2.0	1.3	0.7
86 302 W. Montecito St.	-2,062 s.f.	Office Building	A	3.40	LU 710 (General Office Bldg.), ITE 5th ed.	-7.0	-0.6	-6.4
302 W. Montecito St.	3 DU	Residential	A	1.02	LU 210, ITE trip gen rate	3.1	2.0	1.1
<b>Zone 6 Castillo S</b>						<b>663.5</b>	<b>420.2</b>	<b>243.4</b>
							<b>63%</b>	<b>37%</b>

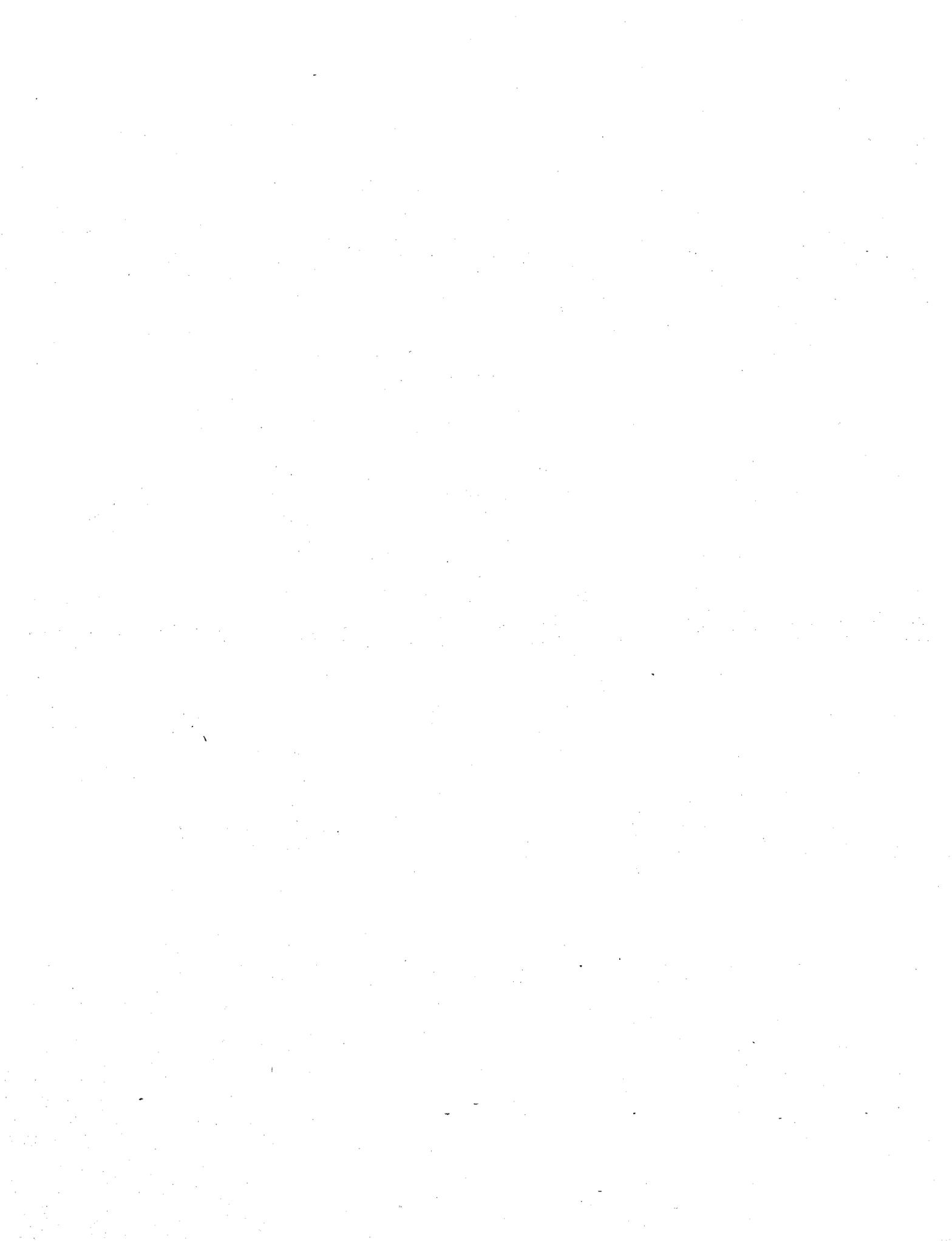
MAR 27 2001 # 2 7

Name/ Address	Size	Land use Type	Approved/ Pending	Rate/ Unit	Note	Total Trips	TOTAL IN	TOTAL OUT
7 Garden N								
1 634 Anacapa St.	-5,507 s.f.	Commercial	P	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	-27.1	-12.5	-14.7
634 Anacapa St.	-1 DU	Residential	P	1.02	LU 210, ITE trip gen rate	-1.0	-0.7	-0.4
634 Anacapa St.	32,000 s.f.	Commercial	P	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	157.8	72.6	65.2
634 Anacapa St.	3 DU	Residential	P	1.02	LU 210, ITE trip gen rate	3.1	2.0	1.1
2 533 E. Anadamu St.	4 DU	Residential	P	1.02	LU 210, ITE trip gen rate	4.1	2.6	1.5
16 517 E. Cota St.	2,942 s.f.	commercial	P	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	14.5	6.7	7.8
17 136 E. De La Guerra St.	360 s.f.	commercial	P	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	1.8	0.8	1.0
20 518 Garden St.	7,150 s.f.	medical Clinic	P	5.18	ITE trip gen rate. LU 630	37.0	18.5	18.5
518 Garden St.	2,000 s.f.	medical Clinic	P	5.18	ITE trip gen rate, LU 630	10.4	5.2	5.2
24 821 Laguna St.	2 DU	Residential	P	1.02	LU 210, ITE trip gen rate	2.0	1.3	0.7
27 535 E. Montecito St.	-28,610 s.f.	building	P	3.40	LU 710 (General Office Bldg.), ITE 5th ed.	-97.3	-8.3	-89.0
535 E. Montecito St.	40,610 s.f.	Office Building	P	3.40	LU 710 (General Office Bldg.), ITE 5th ed.	138.1	11.7	126.3
28 111 E. Ortega St.	1 DU	Residential	P	1.02	LU 210, ITE trip gen rate	1.0	0.7	0.4
29 425 E. Ortega St.	2 DU	Residential	P	1.02	LU 210, ITE trip gen rate	2.0	1.3	0.7
47 333 E. Canon Perdido	2 DU	Residential	A	1.02	LU 210, ITE trip gen rate	2.0	1.3	0.7
52 605 E. De La Guerra St.	1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	1.0	0.7	0.4
61 519 Garden St.	967 s.f.	storage	A	0.29	Mini-Warehouse (LU 151), ITE trip gen	0.3	0.1	0.1
519 Garden St.	-1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	-1.0	-0.7	-0.4
62 727 Garden St.	2,887 s.f.	Office	A	3.40	LU 710 (General Office Bldg.), ITE 5th ed.	9.8	0.8	9.0
727 Garden St.	2 DU	Residential	A	1.02	LU 210, ITE trip gen rate	2.0	1.3	0.7
63 817 Garden St.	1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	1.0	0.7	0.4
817 Garden St.	3,523 s.f.	Office	A	3.40	LU 710 (General Office Bldg.), ITE 5th ed.	12.0	1.0	11.0
64 915 Garden St.	-1,625 s.f.	Commercial	A	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	-8.0	-3.7	-4.3
915 Garden St.	23 Rm	Hotel	A	0.71	LU 310 (Hotel), ITE 6th ed.	16.3	4.5	11.8
68 501-512 E. Gutierrez St.	14,300 s.f.	Office Building	A/P			10.0	5.0	5.0
69 815 E. Haley SV 820 Bond Ave	-2,560 s.f.	Commercial	A	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	-12.6	-5.8	-6.8
815 E. Haley SV 820 Bond Ave	-1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	-1.0	-0.7	-0.4
815 E. Haley SV 820 Bond Ave	14,009 s.f.	Storage/ Office	A	1.85	50% LU 710 (General Office Bldg.), ITE 5th ed. & 50% Storage	12.9	3.8	9.1
815 E. Haley SV 820 Bond Ave	2 DU	Residential	A	1.02	LU 210, ITE trip gen rate	2.0	1.3	0.7
74 1021 Laguna St.	2 DU	Residential	A	1.02	LU 210, ITE trip gen rate	2.0	1.3	0.7
83 403 E. Montecito St.	8,159 s.f.	Office Building	A	3.40	LU 710 (General Office Bldg.), ITE 5th ed.	27.7	2.4	25.4
84 535 E. Montecito St.	-28,610 s.f.	Office Building	P	3.40	LU 710 (General Office Bldg.), ITE 5th ed.	-97.3	-8.3	-89.0
535 E. Montecito St.	40,610 s.f.	Office Building	P	3.40	LU 710 (General Office Bldg.), ITE 5th ed.	138.1	11.7	126.3
87 1306 Olive St.	1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	1.0	0.7	0.4
88 929 Olive St.	1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	1.0	0.7	0.4
89 111 E. Ortega St.	-1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	-1.0	-0.7	-0.4
111 E. Ortega St.	999 s.f.	Office	A	3.40	LU 710 (General Office Bldg.), ITE 5th ed.	3.4	0.3	3.1
111 E. Ortega St.	2 DU	Residential	A	1.02	LU 210, ITE trip gen rate	2.0	1.3	0.7
90 531 E. Ortega St.	6,700 s.f.	Community Center	A	2.26	LU 495, ITE trip gen rate	15.1	5.6	9.5
91 607 E. Ortega St.	-1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	-1.0	-0.7	-0.4
607 E. Ortega St.	2 DU	Residential	A	1.02	LU 210, ITE trip gen rate	2.0	1.3	0.7
93 325 N. Quarantina St.	-1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	-1.0	-0.7	-0.4
325 N. Quarantina St.	2,522 s.f.	office	A	3.40	LU 710 (General Office Bldg.), ITE 5th ed.	8.6	0.7	7.8
94 805 N. Quarantina St.	400 s.f.	Church	A	0.66	LU 560, ITE trip gen rate	1.4	0.8	0.6
96 1007 Rinconada Rd.	-2 DU	Residential	A	1.02	LU 210, ITE trip gen rate	-2.0	-1.3	-0.7
1007 Rinconada Rd.	8 DU	Residential	A	1.02	LU 210, ITE trip gen rate	8.2	5.2	2.9
Zone 7 Garden N						401.4	132.1	269.3
							33%	67%

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Name/ Address	Size	Land use Type	Approved/ Pending	Rate/ Unit	Note	Total Trips	TOTAL IN	TOTAL OUT
8 Garden S								
15 214 E. Yanonali St.	-38,067 s.f.	commercial/ industrial	P	1.08	LU 110, ITE trip gen rate	-41.1	-5.8	-35.4
214 E. Yanonali St.	2,000 s.f.	market	P	36.22	LU 852, ITE trip gen rate	72.4	35.5	36.9
214 E. Yanonali St.	41 DU	Residential	P	1.02	LU 210, ITE trip gen rate	41.8	26.8	15.1
19 130 Garden St.	-19,505 s.f.	Industrial	P	1.08	LU 110, ITE trip gen rate	-21.1	-2.9	-18.1
130 Garden St.	250 Rm	Hotel	P	0.71	LU 310 (Hotel), ITE 6th ed.	177.5	48.8	128.7
36 210 Stearns Wharf	482 s.f.	Restaurant	P	49.30	39 seats	23.8	3.0	20.8
42 55 E. Cabrillo Blvd.	150 Rm	Hotel	A	0.71	LU 310 (Hotel), ITE 6th ed.	106.5	29.3	77.2
43 202 E. Cabrillo Blvd.	acre	Recreation park	A			5.0	2.5	2.5
80 12 E. Montecito St.	100 bed	Youth Hostel	A	0.58	Assume Nursing Home- LU 620, ITE	0.1	0.0	0.0
81 22 E. Montecito St.	-14,900 s.f.	Topless bar	P	15.49	Drinking place (LU 836), ITE trip gen	-230.8	-156.9	-73.9
22 E. Montecito St.	72 Rm	Hotel	P	0.71	LU 310 (Hotel), ITE 6th ed.	51.1	14.1	37.1
99 209 Santa Barbara	-1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	-1.0	-0.7	-0.4
209 Santa Barbara	1,000 s.f.	Commercial	A	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	4.9	2.3	2.7
209 Santa Barbara	1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	1.0	0.7	0.4
102 35 State St.	-18,826 s.f.	Commercial	A	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	-92.8	-42.7	-50.1
35 State St.	162 DU	Residential	A	1.02	LU 210, ITE trip gen rate	165.2	105.8	59.5
35 State St.	17,500 s.f.	Commercial	A	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	86.3	39.7	46.6
104 230 Stearns Wharf	83 seats	Restaurant	A	0.42	LU 832, ITE trip gen rate	34.9	20.2	14.6
105 220 Stearns Wharf	248 seats	Restaurant	A	0.42	LU 832, ITE trip gen rate	104.2	60.4	43.7
Zone 8 Garden S						487.9	179.9	308.0
							37%	63%
9 Milpas N								
18 821 W. Figueroa St.	1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	1.0	0.7	0.4
25 1318 E. Mason St.	3 DU	Residential	P	1.02	LU 210, ITE trip gen rate	3.1	2.0	1.1
31 326 S. Salinas St.	2 DU	Residential	P	1.02	LU 210, ITE trip gen rate	2.0	1.3	0.7
41 809 Bond Ave.	1,470 s.f.	Office Building	A	3.40	LU 710 (General Office Bldg.), ITE 5th ed.	5.0	0.4	4.6
67 1024 E. Gutierrez St.	-1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	-1.0	-0.7	-0.4
1024 E. Gutierrez St.	3 DU	Residential	A	1.02	LU 210, ITE trip gen rate	3.1	2.0	1.1
71 823 Jennings Ave.	-1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	-1.0	-0.7	-0.4
823 Jennings Ave.	1,523 s.f.	Commercial	A	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	7.5	3.5	4.1
72 811 E. Mason St.	2,600 s.f.	Commercial	A	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	12.8	5.9	6.9
76 1037 M. Milpas St.	1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	1.0	0.7	0.4
77 222 M. Milpas St.	3,000 s.f.	Addition to Supermarket	A	12.01	LU 850, ITE trip gen rate	36.0	19.1	16.9
78 231 M. Milpas St.	536 s.f.	Addition to Mini-market	A	36.22	LU 852, ITE trip gen rate	19.4	9.5	9.9
82 1232 E. Montecito St.	-1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	-1.0	-0.7	-0.4
1232 E. Montecito St.	2 DU	Residential	A	1.02	LU 210, ITE trip gen rate	2.0	1.3	0.7
95 815 Quinietos St.	-1 DU	Residential	A	1.02	LU 210, ITE trip gen rate	-1.0	-0.7	-0.4
815 Quinietos St.	15,000 s.f.	Industrial	A	1.08	LU 110, ITE trip gen rate	16.2	2.3	13.9
106 728 Union St	1,375 s.f.	Warehouse Addition	A	0.29	Mini-Warehouse (LU 151), ITE trip gen	0.4	0.2	0.2
Zone 9 Milpas N						105.5	46.1	59.5
							44%	56%
10 Milpas S								
5 633 E. Cabrillo Blvd.	conference	expansion	P		Assuming no extra trips	0.0	0.0	0.0
46 816 Cacique St.	11,856 s.f.	Homeless Center	A			8.0	4.0	4.0
79 201 M. Milpas St.	3,489 s.f.	Commercial	A	4.93	LU 814 (Specialty Retail Center), ITE 5th & 6th ed.	17.2	7.9	9.3
Zone 10 Milpas S						25.2	11.9	13.3
							47%	53%
<b>TOTAL TRIPS</b>						<b>2548.0</b>	<b>1089.0</b>	<b>1458.9</b>

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# Appendix C

## SUPERTICKETS VEHICLE TRIP REDUCTION

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This section explains the methodology and the assumptions used to develop the estimate of the potential effectiveness of the Superticket transit pass program in reducing the number of employees leaving the downtown during the PM peak traffic hour. It is important to understand that the estimation of effectiveness of an experimental trip reduction measure such as the Superticket program involves a number of assumptions and in some cases judgements, as the necessary data regarding downtown employees and their travel characteristics was not fully available. Each major step in the analysis is described below. The steps coincide with the columns presented in Table C-1.

### Step 1 - Geographic Distribution of Employees

The first step in estimating the potential reduction in PM peak hour vehicle trips resulting from the Supertickets Program was to determine the geographic distribution of downtown employees currently parking downtown. This geographic distribution was used to identify the areas that may experience the greatest shift from automobile to transit. People living in close proximity to the downtown area would have shorter trips, so transit would be a more viable option for them, as evidenced by the lower percent of persons traveling downtown by automobile presented in the TenEyck & Company survey, and noted in Table C-1 in Column E. Because the Supertickets program would be implemented with downtown employees, it was important to find the geographic distribution of employees, rather than all visitors to the downtown area. The TenEyck & Company survey provided this information through a cross-tabulation of ZIP code of residence and number of residents who work downtown (Column B). This information was used to determine the geographic distribution (by zip code of residence) of downtown workers (Column C). This was calculated using the estimate of 20,226 total downtown employees that reside within the MTD service area (from the Traffic Solutions Survey) times the percentage distribution for each zip code in Column B.

### Step 2 - Average Daily Employee Population

The total number of employees downtown is not the same as the number of employees in the downtown on an average day. This reflects the fact that some downtown employees work less than 5 days per week. The TenEyck & Company survey also provided information about the number of days per week that each downtown worker commutes to the downtown area, indicating that on average a downtown employee travels downtown 4.71 days per week. The daily average number of employees downtown is 4.71 divided by five weekdays, or about 94.2% of the total estimated 20,226 downtown employees residing within the MTD service area. As shown in Column D in Table C-1 this calculation results in an estimate of 19,053 employees that live within the MTD service area in the downtown area on an average weekday.

### Step 3 - Average Daily Number of Employees Traveling Downtown by Auto

The TenEyck & Company survey also provided information as to how many employees drive their autos to downtown. Column E in Table C-1 shows the percent of the employees traveling downtown from each zip codes as reported in the survey. Multiplying this percentage times the average daily number of employees downtown (Column D) results in the average daily number

of employees driving downtown as shown in Column F. This results in an estimated total of 16,155 employees driving downtown on a typical weekday.

#### **Step 4 – Estimated Shift from Auto to Transit**

The mode shift from automobile to transit for the downtown workers residing in each ZIP code was estimated based on the mode shifts from automobile to transit observed after the implementation of the Denver ECO Pass Program and the University of Wisconsin UPASS Program. The results of the Denver program were used to obtain an overall percentage reduction in automobile use, while the results of the UPASS program were used to estimate the way in which use of the passes varies with distance. The percentage of persons traveling by automobile in these studies before implementation of the programs was compared to the percentage of downtown Santa Barbara workers currently traveling by automobile for each ZIP code area. This ratio was then multiplied by the mode shift observed in these case studies to yield the expected mode shift for downtown Santa Barbara workers as shown in Column G in Table C-1. Column H shows the percentage of workers that would travel by auto for each ZIP code after the Supertickets program is in place. The weighted average of the estimated shifts from automobile to transit for each ZIP code was used to estimate the expected shift from automobile to transit resulting from the Supertickets Program, as shown in Table C-1 in Column I. The shift would result in a reduction of the number of daily auto trips leaving the downtown to a total 15,097 trips.

#### **Step 5 – Net Reduction in PM Peak Hour Trips.**

The net reduction in average daily employee trips leaving the downtown is the different between the daily employees trips before and after the implementation of the Supertickets program as shown in Column J of Table C-1. The resulting estimated net reduction is 1,058 daily employee trips leaving the downtown. In order to estimate the number of these daily vehicle trips that would be reduced from PM peak hour traffic volumes, an effort was made to determine the percentage of downtown employees that currently depart the downtown during the peak hour. Unfortunately, this information is not directly available for downtown Santa Barbara. The first step in estimating this number was to determine the number of retail stores employees compared to the number of office workers in downtown Santa Barbara. Because retail and office employees have different commute patterns, and would typically leave their workplaces at different times of the day, it was important to distinguish the two types of employees in order to accurately estimate the reduction in PM peak hour vehicle trips resulting from distributing Supertickets to downtown employees.

Although there aren't data available that provide the number of office employees and retail employees in downtown Santa Barbara, it is known that downtown Santa Barbara has a greater percentage of retail employees than typical urban downtown areas, and it was conservatively assumed that 50 percent of the workers in the downtown area are "office" employees and 50 percent are "retail" employees. The percentage of office and retail workers leaving their workplaces during the PM peak hour is based on information presented in the *San Francisco Guidelines for Environmental Review* and the *Institute for Transportation Engineers Trip Generation Manual*. The *San Francisco Guidelines for Environmental Review* provides a work/non-work split for office and retail daily and PM peak hour trip generation rates. These respective work/non-work splits were applied to standard daily and PM peak hour ITE trip generation rates for office and retail uses. After applying the work/non-work splits to the ITE trip generation rates, the ratio of PM peak hour work trips to daily work trips was calculated for

the office and retail uses. The estimated ratio of PM peak hour office work trips to daily office work trips is 31.5 percent, and the estimated ratio of PM peak hour retail work trips to daily retail work trips is 12 percent. Because daily work trips include inbound and outbound trips, the estimated proportion of office and retail employees leaving downtown workplaces during the PM peak hour would be 63 percent and 24 percent, respectively.

Conservatively assuming that 50 percent of the workers in the downtown area are "office" employees and 50 percent are "retail" employees, and that 63 percent of the office workers and 24 percent of the retail employees leave during the PM peak hour, approximately 43 percent of the total daily trips leaving the workplace would occur during the PM peak hour. Therefore, 43 percent of the downtown employees are estimated to leave the workplace during the PM peak hour. If 43 percent of the downtown employees leave the workplace during the PM peak hour, the Supertickets Program would result in a reduction of about 455 PM peak hour vehicle trips as shown in Column J of Table C-1. Accounting for the 23 trips reduction already attributed to transit passes under the City's current transit pass program, yields a net reduction of 432 PM peak hour trips if passes were provided to all 20,226 employees living within the MTD service area.

**Table C-1.**  
**Estimation of Shift from Automobile to Transit for Downtown Employees based on Place of Residence**

STIP A	B	1		2		3		4		5	
		C	D	E	F	G	H	I	J		
ZIP Code	Geographic Distribution of Downtown Workers <sup>1</sup> (B x 20,226)	Average Number of Employees Downtown on a Typical Day <sup>2</sup> (C x 0.942) <sup>3</sup>	Existing Percent of Downtown Workers Traveling by Automobile <sup>4</sup>	Average Number of Employees Traveling Downtown by Automobile on a Typical Day (D x E)	Estimated Shift from Automobile to Transit <sup>3</sup>	Expected Percent of Downtown Workers Traveling by Automobile After Superfickets Program (E - G)	Average Daily Employee Vehicle Trips Leaving Downtown Workplaces (D x H)	Reduction in Average Daily Employee Vehicle Trips Leaving Downtown Workplaces (F - I)			
93101	26%	4,954	73%	3,616	9.5%	63.5%	3,146	471			
93103	17%	3,239	78%	2,526	8.9%	69.1%	2,238	288			
93105	15%	3,048	87%	2,652	4.7%	82.3%	2,509	143			
93108	7%	1,334	97%	1,294	1.2%	95.8%	1,278	16			
93109	9%	1,715	87%	1,492	4.7%	82.3%	1,411	81			
93110	12%	2,286	95%	2,172	1.3%	93.7%	2,142	30			
93111	7%	1,334	97%	1,294	1.2%	95.8%	1,278	16			
93117	6%	1,143	97%	1,109	1.2%	95.8%	1,095	14			
Total	100%	19,053		16,155	5.6%		15,097	1,058			
								Reduction in PM Peak Hour Vehicle Trips <sup>4</sup> =	455		
								Less Benefit of Current Bus Pass Program =	-23		
								Total Reduction in PM Peak Hour Vehicle Trips =	432		

<sup>1</sup> Findings Report, *Transportation and Parking Study*, TenEyck & Company, November 1999.

<sup>2</sup> Findings Report, *Transportation and Parking Study*, TenEyck & Company, November 1999. The average downtown worker commutes downtown 3.87 times per week. Thus, the average daily employee commute trips per downtown employee is 4.71 / 5, or 0.942.

<sup>3</sup> Estimated shift from automobile to transit is inversely proportional to the existing percentage of persons traveling by automobile. The range of mode shift from automobile to transit is based on the results from the Denver RTD EGO Pass and UWM UPASS Programs.

<sup>4</sup> Assuming that 50% of the workers in the downtown area are "office" employees and 50% are "retail" employees, and that 63% of the office workers leave during the PM peak hour and 24% of the retail employees leave during the PM peak hour, approximately 43% of the total daily trips leaving the workplace would occur during the PM peak hour. Therefore, 43% of the downtown employees are estimated to leave the workplace during the PM peak hour.

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July 27, 2000

George Gerth  
Manager of Streets, Parking and Transportation Operations  
City of Santa Barbara  
P.O. Box 1990  
Santa Barbara, CA 93102-1990

Re: Lot 6 Queuing Analysis

Dear George:

This letter presents the queuing analysis of the entering and exiting traffic for the planned Lot 6 parking structure as requested in the June 30, 2000 Development Application Review Team (DART) letter. Currently the project provides three entry lanes and three exit lanes, with two entry and exit lanes on the Anacapa Street frontage and one entry and exit lane at the rear of the structure with access from Anapumu Street. The design assumes that the entry lanes will be controlled by ticket machines and gates which are actuated by the entry of a vehicle, and that the exit lanes will be controlled by a cashier with gates. This is the current mode of operations used in all City lots and structures. For the queuing analysis we have looked at three scenarios:

- The weekday afternoon commute hour – approximately 4:30 – 5:30 PM
- The weekday morning peak arrival hour – approximately 9:30 – 10:30 AM
- A weekday evening peak arrival or departure hour during a major performing arts event.

The methodology that we used is that recommended in the publication *Parking Structures, Second Edition* which documents the methodology and provides nomographs which indicate the design queues for different intensities of vehicle flows versus system service capacities.<sup>1</sup> As with most traffic engineering designs practices it is not typical to design for the absolute peak, but to design for a condition that falls within an 80 to 90 percent range of probability. For this analysis we choose a design conditions where the queues are based on a 90 percent probability curve. This means that if one were to randomly observe the length of the queues periodically during the peak hour, the observed queues would be less than or equal to the queue length predicted by the probability curve 90 percent of the time.

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<sup>1</sup> A. Chrest, M. Smith, S. Bhuyam; *Parking Structures, Second Edition*; 1996; pages 99- 113.

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Gerth, George

08/24/00

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The inputs into the queuing model are the volume of vehicles expected to arrive or exit during the peak hour and the service rates of the parking equipment these vehicles will need to clear on entry or exit. For entry conditions we have assumed the recommended service rate of 300 vehicles per hour for an automatic ticket spitter and gate operation on a sharp turn for the vehicles. The exit service rate is 120 vehicles per hour for a cashiering operation on a sharp turn for the vehicles.

## Queuing Analysis Results

Table 1 as attached shows the results of the queuing analysis. The peak vehicle flow rates for the three peak demand scenarios were tested assuming one, two, and three entry and exit lanes. A single lane configuration would result in excessive queuing in the morning peak in both directions, in the afternoon peak in the exiting direction, and in both directions for a major event.

A two lane entry and exit condition would have adequate capacity for the morning peak, but would not have adequate exiting capacity for the afternoon or major peaks. A three lane exit configuration is needed to accommodate the afternoon peak, and three lanes would not be adequate to accommodate the special event peak.

The analysis shows that two entry lanes would provide adequate capacity for all three of the peak flow scenarios. Providing the third entry lane, as is currently in the design, would assure that there would be almost no queuing and would provide redundancy in the event of an equipment failure in one of the lanes. Three exit lanes are necessary to handle normal afternoon peak hour flows. Additional measures to expedite exiting will be needed during major events.

## Queuing Related Issues

The Anapumu Street entrance and exit would be quite attractive to drivers approaching the site for the south and the east, as they would avoid having to drive north one extra block in order to enter the site from Anacapa Street. Based on the traffic distribution assumptions used in the traffic study of this project, the Anapumu Street exit and entrance could attract as much as 52 percent of the traffic travelling to and from the site if it attracted all of the traffic coming to or from the south and east. Most likely it would not attract all this traffic, but it is likely that this entrance and exit would serve more than one third of the volume in and out of the structure. This issue is important because if the Anapumu entrance and exits did not attract at least one-third of the traffic, then the queuing at the Anacapa entrance and exit would exceed that predicted by the model which assumes uniform distribution of traffic at all the entry- exit lane locations. It is important that the Anapuma entrance and exit have full left-turn access at Anapumu Street.

As noted in the DART comments entering queues of one or more cars at Anacapa Street will block the sidewalk. A two lane entry at Anacapa Street and a single lane at Anapumu Street will assure that there is almost never a queue. If a single entrance lane is desired from Anacapa, one solution would be to move the entrance to the far north end of the building, which will allow the entry gates to be set back into the structure,

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increasing the queuing area so that a one car queue (in addition to the car at the entry gate) would not block the sidewalk. This design also eliminates the tight turn for vehicles entering the structure, which increases the capacity of the lane to 500 vehicles per hour. If this design option is not selected, then a partial solution will be to move the centerline of the entry and exit areas on Anacapa Street outward towards the ends the building four feet, which would improve the turning radius for vehicles entering and exiting the structure and therefore increase the capacity of the gates, reducing queuing.

As the exit lanes are in the structure, queuing at these lanes will sometimes block vehicles attempting to circulate past the exit areas to other portions of the structure. These conflicts occur on the main level near the Anacapa exits and at the Anapamu exit. The conflicts will be between exiting and entering traffic. However, the conflicts occur on paths that most drivers would be unlikely to use. For example, most drivers entering from Anapuma Street would go directly into the basement levels. Those that choose to make the sharp turn to the right to enter the path to the upper levels would expose themselves to the conflicts at the Anacapa exit area. Because this structure has about 50 percent of the parking below the main floor and 50 percent above it will be important to provide an electronic signing system that will advise them of which levels have available parking, and also which path to take to seek that parking. In the afternoon peak, when exiting volumes are high, drivers should be discouraged from taking those paths that lead to a potential conflict. Pavement markings and even stop signs could be used in these conflict areas to encourage drivers to keep these areas clear.

Currently 63 percent of the parking transactions are for drivers staying less than 75 minutes and are free, meaning that the transaction time for these transactions are much less than where cash must be exchanged. Typically the free transactions take about 15 seconds, where the paid transactions involve 25 - 30 seconds.

## Conclusions

Table 2 shows a refined queuing analysis which employs the following assumptions:

- The Anacapa Street entrance is relocated to the north end of the building increasing the entry capacity to 500 vehicles per hour per lane because the sharp turns would be eliminated.
- The capacity of the exit lanes was increased to reflect 60 percent of the transactions being free parking and requiring only 15 seconds each.
- The traffic volume split between the Anacapa and Anapuma Street access/egress points was assumed to be a 50/50 percent split.
- After special events a prepay method would be used to expedite exiting, increasing the exiting capacity to 180 vehicles per hour.

This analysis demonstrates that:

By relocating the Anacapa Street entrance to the north a one lane entrance would assure that vehicles would not queue into the sidewalk area during peak arrival periods. Queuing would occur at the Anapamu entrance and exit, but there is adequate queue space at this location.

Gerth, George

08/24/00

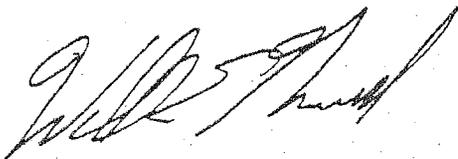
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2. For major events further measures will be necessary to expedite the exiting traffic. One approach would be to use both of the Anapurnu lanes as exits. This would allow 400 vehicles to exit in about 30 minutes assuming that at least half of the drivers used a pre-pay method to present the cashier with a validation ticket on exiting.

Based on these results we recommend that the Anacapa Street entrance be moved to the north end of the building and reduced to a single lane.

Very truly yours,

WILBUR SMITH ASSOCIATES



William E. Hurrell, P.E.  
Regional Vice President

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Table 2

Lot 6 Queuing Analysis - Assuming 50/50% Split of Traffic Between Anacapa/Anapumu & Capacity Increase due to 60% Free Parking Transactions & Modified Anacapa Entrance.

	AM Peak Hour			PM Peak Hour			Major Event Peak	
	In	Out	Total	In	Out	Total	In	Out
Vehicle Flow Rate/ Vehicles per hour	321	107	428	160	239	399	400	400
Anacapa Street	160	53	214	80	120	200	200	200
Anapumu Street	160	53	214	80	120	200	200	200

Single Lane In & Out from Anapumu Street

Lanes	1	1		1	1		1	1
Capacity/Lane/Hour	300	192		300	192		300	180
Capacity/Hour	300	192		300	192		300	180
Intensity *	0.53	0.28		0.27	0.62		0.67	1.11
Design Queue**	2.5	1		3	4		5	Infinite***

Single Lane In & Out from Anacapa Street with entrance moved to north end of building

Lanes	1	1		1	1		1	1
Capacity/Lane/Hour	500	192		500	192		500	180
Capacity/Hour	500	192		500	192		500	180
Intensity *	0.32	0.28		0.16	0.62		0.40	1.11
Design Queue**	1	1		0.5	4		2	Infinite***

Two Lanes In & Out from Anacapa Street with entrance moved to north end of building

Lanes	2	2		2	2		2	2
Capacity/Lane/Hour	500	192		500	192		300	180
Capacity/Hour	1000	384		1000	384		600	360
Intensity *	0.16	0.14		0.08	0.31		0.33	0.56
Design Queue**	0.5	0.5		0	1		1	3

Notes:

\* Intensity is the hourly vehicle flow rate divided by the capacity

\*\* The design queue is the 90 percent probability queue length predicted by the intensity of lane utilization. The number of cars in the queue does not include the car being serviced.

\*\*\* When the intensity exceeds 1.00 the model estimates a queue of infinite length.



PLANNING COMMISSION REVISED CONDITIONS OF APPROVAL

1221 ANACAPA STREET—GRANADA GARAGE (MST2006-000457)  
AUGUST 24, 2006

- A. The development of the Real Property approved by the Planning Commission on March 1, 2001 is limited to 10,330 square feet of offices, bicycle station, public restrooms, trash and storage; a 575-space parking structure; and the improvements shown on the Development Plan signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.
- B. Owner shall comply with the Landscape Plan as approved by the Historic Landmarks Commission (HLC). Such plan shall not be modified unless prior written approval is obtained from the HLC. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan.
- C. The Owner shall meet with the City Police Department Crime Analyst to determine how lighting, egress and other design features can be designed and installed so as to reduce the potential number of calls for police service to the Real Property.
- D. Exterior lighting, where provided, shall be consistent with the City's Lighting Ordinance. No floodlights shall be allowed. Lighting shall be directed toward the ground.
- E. Prior to issuance of a Building Permit or Public Works Permit, the City Parking Program shall submit to the City Engineering Division public improvement plans for construction of improvements on Anacapa and Anapamu Streets. Public Works Improvement Plans shall be submitted separately from Building Permit plans. As determined by the City Engineering Division, the improvements shall include decorative sidewalk to match adjacent sidewalks, driveway aprons modified to meet Title 24 requirements, curbs, gutters, underground utilities, water system, sewer system, Type A street lights, mid-block traffic signal on Anapamu Street, storm drain system, curb drain outlets, pollution prevention interceptor device, parkway landscaping, street trees, tree grates, and adequate positive drainage. The public improvement plans shall be prepared by a registered civil engineer and signed by the City Engineer.
- F. The City Public Works Department shall complete the following prior to the issuance of any building permits:
1. A qualified representative for the City Public Works Department, approved by the City Planning Division, shall be designated as the Project Environmental Coordinator (PEC). The PEC shall be responsible for assuring full compliance with the provisions of the mitigation monitoring and reporting program to the City. The PEC shall have authority over all other monitors/specialists, the contractor, and all construction personnel for those actions that relate to the items listed in this program.
  2. At least 20 days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses and residents within 450 feet of the project area. The notice shall contain a description of the proposed project, a construction schedule including days and hours of construction, the name and phone number of the Project Environmental Coordinator (PEC) who can answer questions, and provide additional information or address problems that may arise during construction. A 24-hour construction hot line shall be provided. Informational signs with the PEC's

name and telephone number shall also be posted at the construction site on Anacapa and Anapamu Streets and be provided for residents at the Victoria Hotel and patrons of the City Library and County Administration Building.

3. The City Public Works Department shall contract with a City-approved archaeologist for preparation of an Extended Phase 1 Subsurface survey and for monitoring during all ground disturbing activities associated with the project, including, but not limited to, grading, excavation, trenching, vegetation or paving removal and ground clearance in the areas identified in the Cultural Resources Study prepared for this site by SAIC dated March 29, 2000. The contract shall establish a schedule for monitoring and a report to the City Environmental Analyst on the findings of the monitoring. Contract(s) shall be subject to the review and approval of the Environmental Analyst.
4. To determine if any remnants of previous structures are present, an Extended Phase 1 Subsurface survey shall be conducted by a City-qualified archaeologist prior to issuance of a building permit for excavation for the proposed parking structure and offices. To provide for adequate exposure of any buried cultural materials, mechanically excavated trenches shall be employed. The survey shall focus on areas in the immediate vicinity of the sites where the former historic structures were located. If the Extended Phase 1 Subsurface Survey identifies intact archaeological deposits that will be affected by the project, then their significance shall be evaluated through Phase 2 Significance Assessment investigations and any necessary mitigation measures identified in accordance with City Master Environmental Assessment procedures. The Phase 2 Report shall be submitted for approval by the Historic Landmarks Commission (HLC).
5. If the proposed project will adversely impact significant archaeological resources as identified through a Phase 2 Significance Assessment, then a Phase 3 data recovery plan shall be prepared, accepted by the City Environmental Analyst and the Historic Landmarks Commission, and implemented. That portion of the Phase 3 program that requires work on-site shall be completed prior to continuing construction in the affected area. If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted consulted, and shall remain present during all further subsurface disturbance in the area of the find. If the discovery consists of potentially human remains, the Santa Barbara County Coroner and the California Native American Heritage Commission must also be contacted. Work in the area may only proceed after authorization is granted by the Environmental Analyst.

Any archaeological resources recovered from the site shall be curated at the Central Coast Information Center (CCIC). All curation costs shall be borne by the property owner.

6. The proposed building plans shall incorporate energy efficiencies in the project design. The following are some measures which should be incorporated into project building plans unless the applicant provides evidence, to the satisfaction of the City Planning and Building and Safety Divisions, that incorporation of a specific measure is not feasible:

- a. The installation of low NO<sub>x</sub> residential water heaters and space heaters per specifications in the 1998 Clean Air Plan;
  - b. The installation of heat transfer modules in furnaces;
  - c. The use of light colored water-based paint and roofing materials;
  - d. The installation of solar panels for water heating systems and other facilities and /or the use of water heaters that heat water only on demand;
  - e. The use of passive solar cooling/heating;
  - f. The use of natural lighting;
  - g. Use of concrete or other non-pollutant materials for parking lots instead of asphalt;
  - h. Installation of energy-efficient appliances and lighting;
  - i. Installation of mechanical air conditioners and refrigeration units that use non-ozone depleting chemicals;
  - j. Use of landscaping to shade buildings;
  - k. Installation of sidewalks and bike paths;
  - l. Installation of covered bus stops to encourage use of mass transportation;
  - m. Space and electrical outlets to accommodate electric vehicle charging facilities within the parking structure;
  - n. Installation of information kiosks, displaying in bilingual format, bus schedules and public education information on air quality issues and promoting the use of alternative transportation; and incentives for employees or discounts for patrons who use alternative transportation.
7. A solid waste management plan shall be prepared by the City Public Works Department and reviewed and approved by the City Community Development Department. The plan shall identify feasible measures to address the construction and operation of the parking lot, bicycle station and office uses which may include, but are not limited to, the following:
- a. Provision of space and/or bins for storage of recyclable materials within the project site. This information shall be shown on the building plans and installed as a part of the proposed project's improvements.
  - b. Development and implementation of a plan for collection of recyclable materials on a regular basis.
  - c. Development of Source Reduction Measures, indicating the method and amount of expected reduction.

- d. Implementation of a program to purchase recycled materials used in association with the proposed project (paper, newsprint, etc.). This could include requesting suppliers to show recycled material content.
  - e. Implementation of a monitoring program (quarterly, bi-annually) to attain and maintain a 35-50% minimum participation in recycling efforts.
  - f. Implementation of a composting landscape waste reduction program.
  - g. Requirements for construction and demolition waste source reduction, reuse and recycling to the maximum extent feasible.
8. The City Public Works Department shall submit a Final Construction Management Plan to the Planning Division to fully replace the 210 public parking spaces that will be unavailable during the construction period and to provide sufficient parking to serve project construction workers. The temporary alternative transportation and parking plan shall demonstrate how the 210 displaced public parking spaces and the construction worker parking will be provided during the entire construction period. The plan shall be reviewed and approved by the City Transportation Planning Division and Environmental Analyst and shall be implemented throughout the entire construction period. The plan shall include the following mandatory elements:
- a. A marketing and signage program to inform construction workers and Downtown customers and employees of the temporary parking and alternative transportation arrangements.
  - b. Provision of free off-street parking spaces for construction workers on-site or at an off-site remote location. If the remote parking area is more than three blocks from the project site, shuttle service to the construction site shall be provided.
  - c. On-site or off-site storage shall be provided for construction materials and equipment. Storage of construction materials within the public right-of-way is prohibited.

Other elements of the plan necessary to mitigate the temporary loss of public parking could include (but shall not be limited to):

- d. Early implementation of Mitigation Measure T-1 (Superticket Program) in conjunction with MTD's planned expansion of the electric shuttle routes prior to occupancy of the parking structure.
- e. Temporary conversion of on-street parking on selected downtown streets within three blocks of the project site from parallel to angle parking. Possible locations could include Chapala Street between Figueroa and Victoria Street, Victoria Street between Chapala and Anacapa Streets, and Anapamu Street between Chapala and Anacapa Streets.

- f. Develop programs with the County to provide additional customer parking at County buildings or provide more County services over the phone, internet or at remote locations.
  - g. Develop a temporary parking area for County employees and other Downtown employees at a remote location (such as the County Bowl). If the remote parking area is more than three blocks from the project site, shuttle service to employee workplaces shall be provided.
  - h. In conjunction with employers in the project vicinity and Traffic Solutions, provide additional incentives for employees who use alternative modes of transportation or telecommute during the construction period (such as preferred parking for employees who carpool).
  - i. Provide temporary downtown customer parking at remote sites. First preference shall be given to lots within a three block radius of the project site that may not be fully utilized during weekdays (such as church parking lots).
  - j. Temporary conversion of existing public or private parking lots within three blocks of the project site to assisted (valet) parking for customers and employees to provide additional vehicle capacity, including the County lots, City Parking Lot 5, and the Louise Lowry Davis Center.
9. The route of construction-related traffic shall be approved by the Transportation Operations Division and the Environmental Analyst to minimize trips through surrounding residential neighborhoods.
- ~~G. Prior to issuance of any building permit for the project, an annual transit pass program shall be established and the funding committed by the City Council. Prior to occupancy of the Parking Lot 6 structure and parking offices, the annual transit pass program shall be funded, implemented and fully operational in accordance with the following minimum requirements:~~
- ~~The annual transit passes shall be in the form of a credit card that shall be distributed free of charge to Downtown employees. The pass shall allow the user an unlimited number of rides on MTD buses and shuttles. The passes shall be compatible with the new electronic fareboxes to be installed on MTD buses, so that usage of passes can be monitored (frequency of use per ticketholder, routes most frequently used, stops where users enter, employer information, and residential zip codes of users). The City Parking Program shall initially fund the purchase of 10,100 passes for distribution to Downtown employees. All downtown employers and employees shall be eligible to obtain a pass.~~

**G. The City Parking Program shall fund the following transit enhancements:**

Line/Item	Transit Improvement	PM PHT*	Timing/Status
Crosstown Shuttle	New line	140	Implemented 7/01
Lines 1 & 2	Increase to 10-minute peak headways	130	Scheduled to begin 1/07
Mesa Loop	New line (3-yr test period)	40	Scheduled to begin 1/07
Total Estimated PM PHT		310	

\*Source: MTD Staff

Data on use of passes ~~the transit enhancements~~ shall be collected on an on-going basis. A report shall be prepared quarterly during the first year of the program and annually thereafter by the applicant and reviewed and approved by the City Transportation Planning Division and the City Environmental Analyst ~~on pass usage based on farebox data collected by MTD.~~ Based on the results of the report, in the event that the City Parking Program contribution ~~to pass program transit enhancements~~ does not continue to reduce project traffic by at least 229 Peak Hour Trips (PHTs) and 985 Average Daily Trips (ADTs) and the identified peak hour impacts at specific intersections, the City Parking Program shall implement additional measures to maintain the effectiveness of the program in a manner approved by the City Council. These additional measures shall be implemented within 90 days of the release of each report and may include (but shall not be limited to):

1. ~~Purchasing and distributing additional passes to Downtown employees or other program modifications increase effectiveness (such as fFunding increased transit service frequency (headways);~~
2. Funding additional targeted marketing efforts for the ~~pass program transit enhancements;~~
3. Increasing parking fees at City garages by:
  - a. Raising hourly rates;
  - b. Decreasing the free period;
  - c. Charging additional fees for vehicles that enter or exit during peak hours.
4. Reducing the free period for on-street parking.
5. Implementing carpool incentives for carpools of three or more.

Monitoring of the program including any additional measures shall be continuous. The effectiveness of the program shall be reported and the program adjusted as necessary quarterly for the first year of the program and annually thereafter. The City Parking Program's contribution to the ~~annual pass program transit enhancements~~ shall continue for the life of the Lot 6 parking structure unless an alternative City program is funded and implemented that is equally effective in reducing project traffic and air quality impacts and has been approved by the Planning Commission as an amendment to the Conditions of Approval for the Lot 6 project.

- H. A construction conference shall be scheduled by the General Contractor. The conference shall include representatives from the Public Works Department, Building Division, Planning Division, the Parks and Recreation Department, the Waterfront Department and the Contractor. The following information shall be specified on the construction plans submitted for building permits:
1. During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.
  2. Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.
  3. Trucks transporting fill material to and from the site shall be covered from the point of origin.
  4. The haul route(s) for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Engineer.
  5. After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by:
    - a. Seeding and watering until grass cover is grown;
    - b. Spreading soil binders;
    - c. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;
    - d. Other methods approved in advance by the Air Pollution Control District.
  6. All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
  7. Noise generating construction activity shall be prohibited, Sundays, and holidays and between the hours of 4 p.m. to 7 a.m. except night work between the hours of 4 p.m. to 7 a.m. on weekdays as allowed under Condition H-8. Holidays are defined as those days which are observed by the City of Santa Barbara as official holidays by City employees. Non-noise generating construction activity is herein defined as construction

activities wholly conducted within the interior of an enclosed building, and which are not audible from the exterior of the building.

8. All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices and sound control devices and techniques such as noise shields and blankets shall be employed as needed to reduce the level of noise to surrounding businesses and residents.
9. The applicant shall provide written notice to all property owners, businesses and residents within 300 feet of the project and the City Planning and Building Divisions at least 48 hours prior to commencement of any night work between the hours of 4 p.m. and 7 a.m. weekdays. Night work shall not be permitted on weekends and holidays.
10. A City-approved archaeologist/s shall be present during demolition of the existing parking lot and construction of the multi-level parking structures. All ground disturbing activities within 30 meters of the historic period structures or any other intact archaeological deposits shall be monitored by the City-approved archaeologist, consistent with the requirements of the Phase 1 Cultural Resources Survey prepared by SAIC and dated March 29, 2000. If cultural resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified. The archaeologist shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, including but not limited to redirection of grading and/or excavation activities. If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted consulted, and shall remain present during all further subsurface disturbance in the area of the find. If the discovery consists of potentially human remains, the Santa Barbara County Coroner and the California Native American Heritage Commission must also be contacted. Work in the area may only proceed after authorization is granted by the Environmental Analyst. If the findings are potentially significant, a Phase 3 recovery program and/or other mitigation shall be prepared, accepted by the Environmental Analyst and the Historic Landmarks Commission and implemented as described in F-5, above.
11. Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel. If such cultural resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and a City-approved archaeologist shall be consulted. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, including but not limited to redirection of grading and/or excavation activities. If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted consulted, and shall remain present during all further subsurface disturbance in the area of the find. If the discovery consists of potentially human remains, the Santa Barbara County Coroner and the California Native American Heritage Commission

must also be contacted. Work in the area may only proceed after authorization is granted by the Environmental Analyst. If the findings are potentially significant, a Phase 3 recovery program and/or other mitigation shall be prepared and accepted by the Environmental Analyst and the Historic Landmarks Commission and implemented as described in Condition F-5, above.

12. Construction-related truck trips shall not be scheduled during p.m. peak hours (4:00 p.m. to 6:00 p.m.) to help reduce truck traffic on adjacent streets and roadways.
- I. The following requirements shall be incorporated into, or submitted with the construction plans submitted to the Building and Safety Division with applications for building permits. All of these construction requirements must be completed prior to the issuance of a Certificate of Occupancy:
1. Employee lockers shall be provided in all employee bathrooms.
  2. Provision of space and/or bins for storage of recyclable materials within the project site.
  3. An oil/water separator shall be installed or other Best Management Practices (BMPs) shall be employed to treat parking lot runoff from the project site.
- J. All Planning Commission Conditions of Approval shall be provided on a full size drawing sheet as part of the drawing sets. A statement shall also be placed on the above sheet as follows: The undersigned have read and understand the above conditions, and agree to abide by any and all conditions which is their usual and customary responsibility to perform, and which are within their authority to perform.

Signed:

<hr/>		
Property Owner		Date
<hr/>		
Contractor	Date	License No.
<hr/>		
Architect	Date	License No.
<hr/>		
Engineer	Date	License No.

- K. Prior to issuance of the Certificate of Occupancy, the Owner of the Real Property shall complete the following:

1. Repair any damaged public improvements (curbs, gutters, sidewalks, etc.) subject to the review and approval of the Public Works Department. Where tree roots are the cause of the damage, the roots are to be pruned under the direction of the City Arborist.
2. The annual transit pass program described under Condition G shall be funded, implemented and fully operational.
3. Public improvements as shown on the public improvement plans.
4. A final report on the results of the archaeological monitoring shall be submitted by the City-approved archaeologist to the Environmental Analyst within 180 days of completion of the monitoring and prior to the issuance of the Certificate of Occupancy (Final Inspection), whichever is earlier.

#### **NOTICE OF DEVELOPMENT PLAN**

##### **TIME LIMITS:**

The development plan approved, per SBMC Section 28.87.350, shall expire four (4) years from the date of approval unless:

1. A building or grading permit for the work authorized by the development plan is issued prior to the expiration date of the approval.
2. A time extension is granted by the Planning Commission for one (1) year prior to the expiration date of the approval, only if it is found that there is due diligence to implement and complete the proposed project.