City of Santa Barbara
California

PLANNING COMMISSION
STAFF REPORT

REPORT DATE: June 28, 2001

AGENDA DATE: July 11, 2001

PROJECT ADDRESS: 22-120 State Street, 15 E. Mason Street, and the State Street Right-of-Way between the Mission Creek Bridge and the Union Pacific Railroad Right-of-Way (MST-97-00357)

TO: Planning Commission

FROM: Planning Division, (805) 564-5470
Paul Casey, Assistant Community Development Director
Bettie Hennon, City Planner
Debra Andaloro, Project Planner

I. SUBJECT

The Entrada project involves the private redevelopment of portions of three blocks of properties at the intersection of State Street and Mason Street with a total of 16,864 square feet of commercial/retail uses and 56 time-share units. The 56 time-share units each have a lock-out unit, thereby providing for the possibility of a total of 112 transient lodging units. A total of 210 parking spaces are proposed, including a 145-space parking structure south of the railroad right-of-way between State Street and Helena Avenue. Public right-of-way alterations are also proposed, including a reconfiguration of on-street parking on Mason Street and Helena Avenue, a widening of the sidewalk along the project's State Street frontage consistent with the State Street Plaza design north of U.S. 101, and other alterations. These alterations are proposed in cooperation with the Redevelopment Agency to allow for the consistent development of the portion State Street between the railroad right-of-way and Cabrillo Boulevard. A traffic signal is also proposed at the intersection of State Street and Mason Street. A 2,500 sq. ft. public Visitor Information Center (the "VIC") is also proposed within the Entrada project (in addition to the 16,864 sq. ft. of commercial uses) along State Street adjacent to the railroad tracks. The proposed VIC is to be sponsored by the City Redevelopment Agency (and mostly likely operated by the Chamber of Commerce or a similar organization) and would provide its required parking within the surface parking lot previously approved for 125 State Street as part of the Coastal Development Permit issued to the Redevelopment Agency in connection with its Santa Barbara Railroad Station Improvement Project completed in 1999.

The Planning Commission discretionary actions required for the Entrada project are:

FOR AREA A

1. A Development Plan for Area A to allow for the proposed non-residential development of approximately 5,368 square feet of commercial space and 15 time-share units (30 units including lock-out units) (SBMC Section 28.87.300).

2. A Tentative Subdivision Map for Area A to allow for the creation of condominiums for time-share and commercial purposes (SBMC Chapter 27.07).

3. A Coastal Development Permit for Area A (within the appealable jurisdiction of the Coastal Zone) to allow for the proposed non-residential development of approximately 5,368 square feet of commercial space and 15 time-share units (30 units including lock-out units) (SBMC Section 28.45.009).

4. A Coastal Development Permit to allow for the proposed Tentative Subdivision Map for Area A (within the appealable jurisdiction of the Coastal Zone) (SBMC Section 28.45.009).

5. A Modification to allow for encroachments by the development in Area A into the required front-yard setbacks along State Street and Mason Street (SBMC Section 28.92.026(A)(2)).

6. A Modification to allow for exterior alterations to the fourth floor of the existing Californian Hotel, a portion of an existing non-conforming building located within Area A which exceeds the 45 foot height limit of City Charter Section 1506 (SBMC Section 28.92.026(A)(5)).

FOR AREA B

1. A Development Plan for Area B to allow for the proposed non-residential development of approximately 3,560 square feet of commercial space and 24 time-share units (48 including lock-out units) (SBMC Section 28.87.300).

2. A Tentative Subdivision Map for Area B to allow for the creation of condominiums for time-share and commercial purposes (SBMC Chapter 27.07).

3. A Coastal Development Permit for Area B (within the non-appealable jurisdiction of the Coastal Zone) to allow for the proposed non-residential development of approximately 3,560 square feet of commercial space and 24 time-share units (48 units including lock-out units) (SBMC Section 28.45.009).

4. A Coastal Development Permit to allow for the proposed Tentative Subdivision Map for Area B (within the non-appealable jurisdiction of the Coastal Zone) (SBMC Section 28.45.009).

5. A Modification to allow for encroachments by the development in Area B into the required front-yard setbacks along State Street, Mason Street, and Helena Street (SBMC Section 28.92.026(A)(2)).

FOR AREA C

1. A Development Plan for Area C to allow for the proposed non-residential development of approximately 7,936 square feet of commercial space, a 2,500 square foot public Visitor's Information Center and 17 time-share units (34 units including lock-out units) (SBMC Section 28.87.300).

2. A Tentative Subdivision Map for Area C to allow for the creation of condominiums for time-share, commercial purposes and a public Visitor's Information Center (SBMC Chapter 27.07).

3. A Coastal Development Permit for Area C (within the non-appealable jurisdiction of the Coastal Zone) to allow for the proposed non-residential development of approximately 7,936 square feet of commercial space, a 2,500 square foot Visitor's Center and 17 time-share units (34 units including lock-out units) (SBMC Section 28.45.009).

4. A Coastal Development Permit to allow for the proposed Tentative Subdivision Map for Area C (within the non-appealable jurisdiction of the Coastal Zone) (SBMC Section 28.45.009).

5. A Modification to allow for encroachments by the development in Area C into the required front-yard setbacks along State Street, Mason Street, and Helena Street (SBMC Section 28.92.026(A)(2)).

6. A Recommendation to the City Council to allow for a maximum of 2,500 sq. ft. of non-residential development to be permitted under the Community Priority category of City Charter Section 1508 (Measure E) for the proposed Visitor Information Center (SBMC Section 28.87.300).

TRANSFER OF EXISTING DEVELOPMENT RIGHTS

A Transfer of Existing Development Rights/Development Plan to allow for the transfer of existing hotel rooms from Area A to Areas B and C (SBMC Chapter 28.95).

STREET RIGHT OF WAY ALTERATIONS

A Coastal Development Permit (within the appealable jurisdiction of the Coastal Commission) to allow for the proposed State Street Right of Way Alterations (SBMC Section 28.45.009).

II. EXECUTIVE SUMMARY

The intent of this report is to focus on the issues related to the Redesigned Entrada Project of May and June 2001 (hereinafter referred to as the "Redesigned Entrada Project"). However, this staff report does review (in summary) the background, history, and the previous City reviews associated with the Entrada project. A more comprehensive discussion of the background, history, and previous reviews of this Application is included in the proposed Final Environmental Impact Report (FEIR).

This staff report includes the following information:

- Description of the Redesigned Entrada Project
  - Site Description
  - Site Statistics
  - Project Description

- Project History and Background
  - The Entrada project was submitted to the City for permitting review on May 22, 1998. Numerous public hearings occurred over the following 15 months and the Entrada project was

redesigned and resubmitted several times.

- On July 1, 1999, the Planning Commission approved the MND and the project permits.
- On August 17, 1999, the City Council, denied an appeal of the Planning Commission's approval of the MND and project permits.
- An appeal was filed with the Coastal Commission and the Coastal Commission held two public hearings on the Entrada project. The Coastal Commission discontinued consideration of the appeal on the Entrada project following the Santa Barbara Superior Court Judgment dated May 30, 2000.
- The City's previous approval of the Entrada project permits was directed to be vacated by the Santa Barbara Superior Court Judgment. Therefore, the Planning Commission is conducting a de nova hearing on the Redesigned Entrada Project.

- Discussion of the environmental issues and process associated with the Entrada project, in particular, an analysis of the comments received on the Draft EIR and on assertions that new information has been provided regarding concerns other than those related to public views, as analyzed in the EIR.
  - The Santa Barbara Superior Court Judgment dated May 30, 2000, stated that with respect to the environmental review on traffic and circulation; parking; water and biological resources in Mission Creek; state and local land use plans and policies; and size, scale, and incompatible nature of the project that the previously prepared MND was legally appropriate and approved.
  - As directed by the Santa Barbara Superior Court judgment of May 30, 2000, a proposed Final Environmental Impact Report focused exclusively on public view impacts has been prepared for the Entrada project. The Final EIR concludes that no significant impacts to important public scenic views would occur as a result of the Redesigned Entrada Project.
- Analysis of issues germane to the Redesigned Entrada Project, including consistency analysis with the Zoning Ordinance and Santa Barbara Municipal Code and relevant plans and policies.
- Recommendations for actions on the proposed Final Environmental Impact Report and the development review and permitting necessary to approve the Redesigned Entrada Project.
  - Staff is recommending that the proposed Final EIR be certified in accordance with Section 15090 of the State CEQA Guidelines, that the appropriate environmental findings and determinations be made in accordance with State CEQA Guidelines Section 15091, that the proposed Entrada project permits be approved subject to recommended Conditions of Approval, and that the Planning Commission recommend to the City Council that it approve an Allocation of Community Priority Square Footage to allow for the Visitor Information Center, as detailed in the attached draft Resolution of the Commission (Exhibit A).

III. SITE DESCRIPTION

Applicant:	S.B. Beach Properties, a California Limited Partnership 120 El Paseo Santa Barbara, CA 93101 City Redevelopment Agency 630 Garden Street Santa Barbara, CA 93101
Property Owner:	S.B. Beach Properties, a California Limited Partnership, (for Areas A, B, & C).
Property Owner:	City of Santa Barbara (with respect to the street improvements).
Project Address:	22-120 State Street, 15 E. Mason Street, and the State Street Right-of-Way between the Mission Creek Bridge and the Union Pacific Railroad Right-of-Way
Parcel Numbers:	033-120-004, and -014; 033-111-001, -002, and -003; 033-081-003, -004, -005, -010, and –011 (VIC parking 033-075-012)
General Plan:	Hotel and Related Commerce II/Buffer
Zoning:	HRC-II Hotel and Related Commerce 2/SD-3 Coastal Overlay Zone
Environmental Assessment:	Approved Mitigated Negative Declaration and proposed FEIR focused on public scenic views
Existing Use:	31,511 sq. ft. of commercial/retail development and a 33,004 sq. ft., 96-room hotel
Proposed Use:	Area A - 15 time-share units (30 time-share units with the lock-out feature implemented) 5,368 sq.ft. of commercial space 17 surface level parking spaces Area B - 24 time-share units (48 time-share units with the lock-out feature implemented) 3,560 sq.ft. of commercial space 48 sub-surface level parking spaces

Area C -

17 time-share units (34 time-share units with the lock-out feature implemented)

7,936 sq.ft. of commercial space

2,500 sq.ft. Visitor Information Center

145 space parking structure

Topography: Less than 5% slope

Access: Lower State Street, Mason Street and Helena Avenue

Adjacent Land Uses: North: UPRR tracks, Commercial/Retail
South: Commercial/Retail, Stearns Wharf and Ocean
East: Mixed Commercial, Warehouse, Light Industrial
West: Commercial/Retail, Mission Creek, Restaurant

IV. SITE STATISTICS

The following information reflects the Redesigned Entrada Project site statistics. Also included below is the site statistic changes comparing the Entrada project design submitted to the Planning Commission in July 1999 to the Redesigned Entrada Project submitted in May/June 2001.

AREA A **SITE AREA 20,781 SQ FT / .48 ACRE**

		STREET LEVEL	SECOND LEVEL	THIRD LEVEL	FOURTH LEVEL	TOTALS	7/99 SUBBMITTAL	CHANGE FROM 7/99 SUBMITTAL
UNIT QUANITY*		0	6	6	3	**15/30**	27/54	-12/24
UNIT SQ FT		0	12,100	12,100	7,053	**31,253**	34,434	-3,181
EXTERIOR DECK SQ FT		0	3,000	500	4,000	**7,500**	9,817	-2,317
COMMON SPACE SQ FT		2,795	2,400	2,400	2,130	**9,725**	9,338	387
EXTERIOR CIRCULATION SQ FT		172	0	0	0	**172**	0	172
PARKING SPACES		17	0	0	0	**17**	17	0
PARKING SQ FT		7,870	0	0	0	**7,870**	9,749	-1,879
COMMERCIAL SQ FT		5,368	0	0	0	**5,368**	5,368	0
TRASH/UTILITY		349	0	0	0	**349**	378	-29
SITE PAVING & LANDSCAPE		4,227	0	0	0	**4,227**	1,769	2,458

AREA B — **SITE AREA 32,510 SQ FT / .75 ACRE**

	BELOW GRADE	STREET LEVEL	SECOND LEVEL	THIRD LEVEL	TOTALS	7/99 SUBMITTAL	CHANGE FROM 7/99 SUBMITTAL
UNIT QUANITY*	0	8	10	6	**24/48**	30/60	-6/-12
UNIT SQ FT	0	14,400	18,000	10,800	**43,200**	34,500	8,700
EXTERIOR DECK SQ FT	0	1,440	1,800	1,080	**4,320**	6,000	-1,680
COMMON SPACE SQ FT	168	168	168	168	**672**	520	152
EXTERIOR CIRCULATION SQ FT	0	2,144	2,144	2,144	**6,432**	7,197	-765
PARKING SPACES	48	0	0	0	**48**	48	0
PARKING SQ FT	19,975	0	0	0	**19,975**	19,690	285
COMMERCIAL SQ FT	0	3,560	0	0	**3,560**	4,588	-1,028
TRASH/UTILITY	420	0	0	0	**420**	370	50
SITE PAVING & LANDSCAPE	0	12,238	0	0	**12,238**	15,035	-2,797

AREA C — **SITE AREA 51,569 SQ FT / 1.1 ACRE**

	BELOW GRADE	STREET LEVEL	SECOND LEVEL	THIRD LEVEL	TOTALS	7/99 SUBMITTAL	CHANGE FROM 7/99 SUBMITTAL
UNIT QUANITY*	0	5	7	5	**17/34**	24/48	-7/-14
UNIT SQ FT	0	9,000	12,600	9,000	**30,600**	27,600	3,000
EXTERIOR DECK SQ FT	0	900	3,860	900	**5,660**	9,562	-3,902
COMMON SPACE SQ FT	112	112	112	1,612	**1,948**	5,441	-3,493
EXTERIOR CIRCULATION SQ FT	0	728	2,284	1,868	**4,880**	9,248	-4,368
PARKING SPACES	55	30	35	25	**145**	145	0
PARKING SQ FT	22,673	15,354	15,846	8,032	**61,905**	59,781	2,124
COMMERCIAL SQ FT	0	7,936	0	0	**7,936**	7,576	360
VISITORS CENTER SQ FT	0	2,500	0	0	**2,500**	2,500	0
TRASH/UTILITY	0	202	0	0	**202**	741	-539
SITE PAVING & LANDSCAPE	0	15,737	0	0	**15,737**	13,538	2,199

SUMMARY **SITE AREA 104,860 SQ FT / 2.41 ACRE**

	BELOW GRADE	STREET LEVEL	SECOND LEVEL	THIRD LEVEL	TOTALS	7/99 APPROVED PROJECT	CHANGE FROM 7/99 PROJECT
UNIT QUANITY*		13	23	17	**56/112**	81/162	-25/-50
UNIT SQ FT		23,400	42,700	31,900	**105,053**	96,534	8,519
EXTERIOR DECK SQ FT		2,340	8,660	2,480	**17,480**	25,379	-7,899
COMMON SPACE SQ FT	280	3,075	2,680	4,180	**12,345**	15,299	-2,954
EXTERIOR CIRCULATION SQ FT	0	3,044	4,428	4,012	**11,484**	16,445	-4,961
PARKING SPACES	103	47	35	25	**210**	210	0
PARKING SQ FT	42,648	23,224	15,846	8,032	**89,750**	89,220	530
COMMERCIAL SQ FT		16,864			**16,864**	17,532	-668
VIC SQ FT		2,500			**2,500**	2,500	0
TRASH/UTILITY		551			**971**	1,489	-518
SITE PAVING & LANDSCAPE		32,202			**32,202**	30,342	1,860

*Unit Quantity indicates the number of time-share primary units without the lock-out feature implemented and the number of primary units with the lock-out feature implemented

V. PROJECT DESCRIPTION

The Entrada project, as currently proposed, would be a private redevelopment project consisting of a total of 16,864 square feet of commercial/retail space, 56 time-share units (also called "vacation-ownership units") each with a lock-out unit providing for the possibility of 112 total time-share units, a 2,500 square foot public visitor information/tourist center, and 210 parking spaces. Public right-of-way improvements are also proposed for State Street, Mason Street, and Helena Avenue. The total land area comprising the Entrada project site is approximately 2.41 acres (or 104,860 square feet) in size spread over portions of three city blocks.

The Entrada project proposes to demolish or rehabilitate approximately 31,511 square feet of existing commercial/retail space. When completed, the Entrada project would result in a total of 16,864 square feet of commercial/retail space of both new and rehabilitated building space. This represents a reduction of 14,647 square feet of commercial/retail space from the existing commercial/retail space on the site.

The time-share portion of the Entrada project would consist of approximately 105,053 square feet of new or rehabilitated existing square footage in 56 separate time-share units, each with a "lock-out" unit

providing for a possibility of 112 separate units. Each time-share unit would consist of two bedrooms with two and a half baths, a great or living room, and a kitchen. When the lock-out feature is implemented, the time-share unit is divided into two units with separate entrances. One unit would consist of a bedroom with one and half baths, great room, and a kitchen. The other unit (the "lock-out") would consist of a bedroom with one bath. When the "lock-out" feature is implemented, each of the two units could be separately occupied by the owner, the owner's guest, time-share exchange occupants, or as a public overnight accommodation.

The project includes the following components:

- Redevelopment of the historic Californian Hotel on Area A (5,368 square feet of commercial/retail space; 15 time-share units [30 units when counting lock-out units])
- Redevelopment of Area B (3,560 square feet of commercial/ retail space; 24 time-share units [48 units when counting lock-out units])
- Redevelopment of Area C (7,936 square feet of commercial/ retail space; 17 time-share units [34 units when counting lock-out units])
- Parking
- State Street, Mason Street, and Helena Avenue Improvements
- Project Amenities (public plazas, public paseos, and a Visitor Information Center sponsored by the Redevelopment Agency)

Redevelopment of Area A

Area A includes the existing "Californian Hotel," built in 1925 and located at 35 State Street, and the vacant adjacent property to the south on State Street. The four-story Californian Hotel (approximately 33,004 square feet of hotel space consisting of 96 hotel rooms), is a legally pre-existing non-conforming building as to its height (56 feet), number of stories (four), and setbacks (zero feet). It would be seismically upgraded and remodeled to accommodate time-share units on the second, third, and fourth floors. Two three-story additions, similar in architectural style to the Californian Hotel, are proposed on the property abutting the existing structure to the south along State Street and at the rear of the existing hotel building on an area currently occupied by a surface parking lot. The building additions are proposed to be setback a minimum of 25 feet from the top-of-bank of the proposed Alternative 12 alignment of the Lower Mission Creek Flood Control Project.

A total of 15 time-share units (or 30 units when counting lock-out units) are proposed for Area A. The Californian Hotel's existing ground floor space (5,368 square feet), most recently devoted to bar and restaurant uses, would be redeveloped into commercial/retail space for similar uses, as well as a lobby and check-in area for the time-share units.

Private recreational facilities proposed on Area A include a shallow pool and terrace seating located on the roof of the existing California Hotel building. A large terrace is also proposed on the second level of the addition, open to views of the Waterfront.

Parking for 17 vehicles is proposed on Area A. The parking on Area A would be for the exclusive use of the time-share units on Area A and would have access directly from Mason Street.

Redevelopment of Area B

Area B is located on the east side of State Street, south of Mason Street. Area B includes the existing "Hot Spots" café building, located at 36 State Street directly across the street from the Californian Hotel, and a beach rental shop. The "Hot Spots" café building is the former "Hitchcock Motors" building built in 1925 (the approximately 2,600 square feet street-frontage portion only). A total of 10,000 square feet of existing one-story buildings currently used for a variety of commercial uses would be demolished; the existing 2,600 square foot "Hot Spots" building would remain on State Street and be restored. When redeveloped, Area B would consist of two and three-story buildings containing 3,560 square feet of first floor commercial/retail space (more than half of which would be included within the restored 2,600 square foot "Hot Spots" café building) and 24 time-share units (48 units when counting lock-out units) on the first, second, and third floors.

Public paseos are proposed through Area B connecting State Street to Helena Avenue and Mason Street. A public plaza is also proposed in Area B at its State Street frontage. The dimensions of the public plaza are approximately 41 feet by 37 feet for a total area of 1,517 square feet.

A subsurface parking facility is proposed on Area B for the exclusive use of the time-share units. The parking facility would contain 48 spaces and would be accessed off of Helena Avenue.

Redevelopment of Area C

Area C is also located on the east side of State Street and extends from Mason Street north to the railroad right of way. The area includes existing auto detailing shops, "Jansen Marine," "Paddle Sports," and "Gessinger Wine Tasting." The "Paddle Sports" building at 100 State Street is the former "Santa Barbara Motors" building built in 1947. Area C would involve the demolition of approximately 10,170 square feet of existing commercial/retail space and the construction of 7,936 square feet of new first floor commercial/retail space fronting on State Street. The "Santa Barbara Motors" building, about 2,500 square feet in size, would be relocated (and rehabilitated) north of its existing location. The City Redevelopment Agency is proposing that it be used as a public visitor information/tourist center, most likely to be operated by the Chamber of Commerce or similar organization. Area C would have 17 time-share units (34 units when counting lock-out units) above the commercial/retail space and would be adjacent to a two-level parking structure, located along the Union Pacific Railroad tracks, containing 145 spaces with vehicle ingress and egress from Helena Avenue. Some of the spaces in the parking structure would be reserved as parking for the needs of the time-share units, but approximately 98 spaces would be available for use as public commercial/retail parking on the same basis as City operated retail parking facilities. For the most part, the two-level parking structure would not be visible from State Street.

Private recreational facilities would also be located on top of the parking structure on Area C and would consist of a fitness center building (approximately 1,500 square feet), terrace areas, a swimming pool, and a snack bar/food service area for use by time-share guests.

Public paseos are proposed through Area C connecting State Street to Helena Avenue and Mason Street. Additionally, two public plazas are proposed in Area C. One public plaza is proposed at the corner of State Street and Mason Street with approximate dimensions of 62 feet by 34 feet for a total area of 2,108 square feet. Another public plaza is proposed in front of the Visitor Information Center with approximate dimensions of 80 feet by 24 feet for a total area of 1,920 square feet.

Parking

The Entrada project would provide a total of 210 vehicle private parking spaces, including the Area C 145-space parking structure south of the railroad right-of-way between State Street and Helena Avenue. Parking spaces on Areas A and B will be for the exclusive use of time-share unit guests. While at least 47 of the parking spaces in the parking structure will be reserved for use by the time-share units, the approximately 98 remaining parking spaces will be available to any member of the public on the same basis as a City-operated parking structure or lot (i.e. currently a 75-minute period of free parking with low hourly rates thereafter, whether or not the patrons are using the lot to visit the Entrada uses). In addition, a parking operations agreement between the City and the Entrada project operators will be executed and recorded in order to provide for the long-term conjunctive operation of the structure for both the parking needs of the time-share units and for the commercial/retail parking needs of the public.

The Entrada project is proposing a reconfiguration of existing on-street public parking on Mason Street and Helena Avenue. The 40 existing perpendicular parking spaces are proposed to be replaced with 29 parallel parking spaces. Replacement of the 11 on-street parking spaces no longer available would be provided within the new City owned surface public parking lot previously approved at 125 State Street (across the street from Entrada Area C), which is a part of the Redevelopment Agency's recently completed Santa Barbara Railroad Station Improvement Project.

State Street, Mason Street, and Helena Avenue Improvements

At the request of the City and the Redevelopment Agency, the Entrada project proposes an agreement with the Agency for the rehabilitation of three block faces of State Street sidewalk frontage and for extensive streetscape improvements at the intersection of State Street and Mason Street, including along the first blocks of east and west Mason Street. The Entrada project is proposing a reconfiguration of existing on-street public parking on Mason Street and Helena Avenue, a widening of the State Street sidewalks so that they are at least 15 feet wide from curb to building line, a reduction in the number of vehicle traffic lanes on State Street, and a redesign of the look of the State Street/Mason Street intersection. This reconfiguration of State Street (including the use of new sidewalk paving materials) would be consistent with the City's existing State Street pedestrian "Plaza" as it presently exists in the City's Central Business District along State Street from Gutierrez Street to

Victoria Street. All of these streetscape changes would involve design and landscape improvements such as paving the sidewalk with brick pavers, new landscaping, new street trees, new street furniture, and improvements for better disabled accessibility. Similar streetscape improvements are also proposed for Mason Street and Helena Avenue.

Staff supports the Entrada project with or without the proposed State Street narrowing.

A new traffic signal is proposed at the intersection of State Street and Mason Street. In addition, a signalized pedestrian crossing is proposed mid-block on State Street between the proposed Visitor Information Center and the new public parking lot at 125 State Street.

A schematic of the streetscape and intersection improvements for State Street and Mason Street is shown in Exhibit D.

Project Amenities

As described above, the Entrada project proposes to include public paseos and plazas on Areas B and C, as well as additional public parking facilities. In addition, the Entrada project is proposing that a significant amount of additional landscaping will be added to the project area and that all new and existing overhead utility lines and poles be undergrounded. The Entrada project is also being required to provide storm water run-off filtration improvements throughout the Entrada project area and that new buildings located on Area A will be a minimum of 25 feet setback from the top-of-bank of the proposed City/U.S. Army Corp of Engineers Mission Creek Flood Control Project alignment (Alternative 12).

The Entrada project would relocate and restore the historic "Santa Barbara Motors" building on Area C in order to construct a public visitor information/tourist center (VIC) with public restrooms along the east side of State Street just south of the railroad tracks and the Railroad Station. The VIC would be leased or purchased by the Redevelopment Agency, which would, in turn, contract for the operation of the VIC and for the operation and maintenance of the public restrooms. The restrooms would be open to the public beyond normal business hours seven days a week. The VIC would provide its required public parking within the new City owned surface public parking lot previously approved at 125 State Street (across the street from Entrada Area C), which is a part of the Redevelopment Agency's recently completed Santa Barbara Railroad Station Improvement Project.

VI. PROJECT HISTORY AND BACKGROUND

A. PLANNING COMMISSION AND HISTORIC LANDMARKS COMMISSION—CONCEPT REVIEW (MAY –OCTOBER 1998)

The proposed Entrada project was submitted to the City of Santa Barbara for development and Coastal Act permitting review on May 22, 1998, as a major revision to previously submitted project (Santa

Barbara Beach Village). The Planning Commission conceptually reviewed the original Entrada project design for the first time in July of 1998. As a result of the Planning Commission conceptual review, the Entrada project was extensively revised and resubmitted to the City in August of 1998. Although the Historic Landmarks Commission had reviewed historic structures reports for several of the buildings proposed for alteration in 1997 as part of the former Santa Barbara Beach Village design, the Historic Landmarks Commission conceptually reviewed the Entrada project for the first of several times in September 1998.

The overall conceptual direction provided by both the Planning Commission and the Historic Landmarks Commission on the May and August 1998 Entrada project designs was generally positive, but included re-design requests intended to reduce the possible negative environmental impacts of the Entrada project, especially the potential for public scenic view impacts. In response to these re-design requests, the Applicant submitted a second major revision to the Entrada project in October 1998.

B. First Initial Study and EIR Scoping Hearing (December 1998)

In the late Fall of 1998, the City's Environmental Analyst determined, based on the findings of an Initial Study, that the October 1998 Entrada project could result in potentially significant environmental impacts only with respect to public views and therefore, recommended that an environmental impact report (EIR) focused on public views be required.

An EIR scoping hearing was held before the Planning Commission on December 17, 1998. During the EIR scoping hearing, additional information was submitted by the applicant, particularly photo-simulations of the project's potential for impacts on public views. In response, the Planning Commission made additional project re-design requests and expressed a consensus that if the re-design requests were agreed to by the Applicant, potentially significant effects would be reduced to less than significant levels and it supported the preparation of a Mitigated Negative Declaration (MND) instead of an EIR focused on potentially significant public view impacts, as had been recommended by the City Environmental Analyst.

C. Revisions to the Initial Study and Project Design (Spring 1999)

Based on the information submitted at the December 17, 1998, EIR scoping hearing, the Planning Commission's comments at the hearing, and additional photosimulations submitted by the applicant following the December 17th hearing, staff revised the Initial Study to reflect the new information and added a mitigation measure to ensure that the Planning Commission re-design requests, agreed to by the applicant, would be incorporated into the final project design.

During the spring of 1999, several iterations of the Entrada project design were submitted to the City and subsequently reviewed at public hearings held before the Planning Commission and jointly between the Planning Commission and Historic Landmarks Commission. The focal point of these public hearings was review of changes to the Entrada project design proposed by the applicant in an effort to address remaining public view impacts, as well as size, bulk and scale and neighborhood compatibility issues. In response to the project design resubmittals during this period, the Entrada project's Initial Study and MND were revised several times and reviewed by the public and the Planning Commission. A final MND, based on the Second Revision to the Initial Study, was completed and circulated for public review during the spring 1999.

D. Planning Commission Previous Action on Approved project (July 1999)

On July 1, 1999, the Planning Commission made the findings required by the California Environmental Quality Act (CEQA) and approved the Entrada project MND and approved the necessary City development and Coastal permits for the Entrada project on its merits on a 5-1 vote, making several amendments to the recommended Conditions of Approval.

E. Appeal to City Council (August 1999)

Subsequently, an appeal was filed to the City Council on the Planning Commission's approval of the Entrada project. On August 10 and 17, 1999, the City Council considered the appeal and on August 17th the City Council unanimously adopted the MND and denied the appeal, thereby upholding the Planning Commission's approval of the Entrada project.

F. Appeal to California Coastal Commission

In September 1999, an appeal was filed to the California Coastal Commission on the City Council's approval of the Entrada project. Appeal issues asserted by the appellants included protection of public views, traffic and congestion, and the loss of lower cost visitor serving uses. The Coastal Commission staff recommended that additional conditions be added to the project to mitigate the loss of lower cost visitor serving uses, maintenance of parking facilities for the life of the project, and restrictions on changes of use under the Coastal Development Permit and recommended that the appeal be denied. The California Coastal Commission held two hearings on the Entrada project appeal (January 13, 2000 and April 12, 2000) and thereafter continued its consideration of the appeal indefinitely. Following the Superior Court Judgment on May 30, 2000 (described below), the California Coastal Commission's further consideration of the appeal on the Entrada project was unnecessary.

The recommended Conditions of Approval (attached to Exhibit A) contain conditions to mitigate the loss of lower cost visitor serving uses, maintenance of parking facilities for the life of the project, and restrictions on changes of use under the Coastal Development Permit as had been specifically recommended to the Coastal Commission in their staff report on the appeal and in support of the staff recommendation that the appeal be denied.

G. Superior Court Judgment

Litigation over the adequacy of the City's environmental review and permit approvals for the Entrada project ensued shortly after the City Council's approval of the Entrada project in August 1999. The CEQA portion of the legal challenge was bifurcated from the permit approvals. With regards to the CEQA, the judgment of the Santa Barbara Superior Court, dated May 30, 2000, stated the following:

> "The Court concludes that a fair argument can be made that there may be a significant impact on the environment with respect to views, under the authority of *Quail Botanical Gardens Foundation, Inc. v. City of Encinitas* [1994] 29 Cal. App.4th 1597. Accordingly, the adoption of the MND with respect to views is hereby disapproved. However, with respect to the other five issues raised by the Petitioners [Citizens

> Planning Association/Santa Barbara League of Women Voters], that is: traffic and circulation; parking; water and biological resources in Mission Creek; state and local land use plans and policies; and size, scale, and incompatible nature of the project, the Court concluded that no such fair argument could be made, and the MND with respect to the environmental review on each of those issues was legally appropriate and is approved."

H. Preparation of EIR and Issues to be Resolved

To comply with the judgment of the Court, the City of Santa Barbara has prepared an Environmental Impact Report (EIR) focused on public view impacts for the Entrada project. The proposed Final EIR concludes that the Entrada project may result in adverse but not significant impacts to public views.

Throughout the previous City review process, a number of issues and concerns were raised relative to the Entrada project's environmental review and its consistency with applicable City plans and policies. These issues and concerns were mentioned in the EIR Executive Summary under the heading *Areas of Known Controversy and Issues to be Resolved* as issues to be addressed in the review of the project on its land use and design merits. Further, in response to comments received from City staff, the Planning Commission, and members of the public made in connection with the hearings held to consider the Draft EIR, the applicant revised and modified the Entrada project to further reduce the project's size, bulk, and scale in order to reduce the Entrada project's impacts upon the aesthetics and character of the neighborhood in which the project is located.

I. Joint Planning Commission and Historic Landmarks Commission Workshop (May 8, 2001) on Redesigned Entrada Project

In response to the issues and concerns mentioned in the Draft EIR, the applicant has submitted a revised project design in order to address each of the design changes mentioned in the Executive Summary of the EIR. This Redesigned Entrada Project plans were conceptually reviewed at a Joint Planning Commission and Historic Landmarks Commission Workshop on May 8, 2001. The revised design received favorable comments from the Planning Commission, the Historic Landmarks Commission, and several public commenters. Meeting minutes from the May 8, 2001 Workshop are attached as Exhibit E.

VII. ENVIRONMENTAL REVIEW

A. Approved Mitigated Negative Declaration

As summarized above in Staff Report Section VI, and described in more detail in the proposed FEIR, a MND was previously prepared for the Entrada project and approved by both the Planning Commission and the City Council and, subsequently, with respect to five areas of asserted environmental concern, by a Superior Court judgment. In August 1999, the City Council, on an appeal of the Planning Commission's approval of the Entrada project, upheld the decision of the Planning Commission to adopt a MND for the Entrada project, and issued the required development and Coastal Act approvals for the project on its merits. The MND for the project concluded that, with the project description, as it

had evolved through the City's extensive public review process during the winter and spring of 1999, and with the identified and expressly required mitigation measures which resulted from that public hearing and review process, all potential environmental impacts from the Entrada project had been reduced to less than potentially significant levels. In summary, the MND identified potentially significant and mitigated environmental impacts in the following environmental issue areas: aesthetics (public views), air quality, cultural resources, hazards, noise, transportation/circulation, and drainage and proposed mitigation measures to reduce all concerns to a less than significant level.

Following the approval of the MND and permits for the Entrada project, a legal challenge was filed to the City's environmental process and its adoption of the MND for the Entrada project as the appropriate environmental review document.

In a judgment dated May 30, 2000, the Santa Barbara Superior Court concluded that a "fair argument" could not be made that the Entrada project might result in a potentially significant adverse impact on the environment with respect to the following five of the six environmental issue areas raised by the challengers: (1) traffic and circulation, (2) parking, (3) water and biological resources in Mission Creek, (4) State and City land use and Coastal plans and polices, and (5) the size and scale of the project and its compatibility with the area. The Superior Court expressly determined that both the City and the applicants had worked "extremely hard" to develop a good project. As a result, the Court commended the City and the applicant for the good faith and "exhaustive efforts" and directed both to concentrate on the merits of the Entrada proposal and to develop a project which would be acceptable to the community.

Consequently, the Court found that no further environmental analysis was required or necessary for these five environmental issue areas. The adopted MND was deemed legally appropriate and approved for these issues by the Court judgment. No appeal was filed with respect to the Superior Court's partial approval of the MND and, as a result, the validity and finality of the MND with respect to the non-view environmental concerns is established as a matter of law.

Therefore, with the exception of public views and any new environmental information of substantial importance that may result in a new or substantially more severe significant environmental effect and specifically requiring additional environmental review under CEQA (State CEQA Guidelines §15162), no additional or further review of the environmental issues analyzed in the Entrada MND is required or appropriate.

Each mitigation measure from the Entrada MND is included in the recommended Conditions of Approval (See Exhibit A).

B. PROPOSED FINAL ENVIRONMENTAL IMPACT REPORT

1. Process to Date

With respect to public views, in its May 30, 2000, judgment, the Superior Court concluded that a "fair

argument" could be made that the view analysis in the MND was insufficient. As a result, the Court directed the City to vacate its approval of the Entrada project and to prepare a focused EIR with respect to the Entrada project's potential for adverse public view impacts. The Court specifically found that this view concern could and should be severed from the other issue areas and that the MND was sufficient and approved with respect to the other areas and that the City's review was otherwise in full compliance with CEQA. This determination does not represent an opinion on the land use or design merits of the project, nor even an opinion on whether the Entrada project, as approved in July of 1999, may have had potential adverse view consequences. It represents only a determination that a "fair argument" had been made in this case that Entrada, as it was then designed, could have a potential for significant view impacts and, consequently, an EIR focused on potential public view impacts was the appropriate environmental review document for this area of concern, rather than a MND.

On June 27, 2000, the City released a Notice of Preparation (NOP) for the Draft EIR required for the Entrada project. The NOP comment period was for 30 days and closed on July 27, 2000. During the NOP comment period, a public EIR scoping meeting was held before the Planning Commission on July 13, 2000 (Planning Commission Minutes for July 13, 2000, are attached as Exhibit F).

Concurrently, Planning Division staff released a Request for Proposals to contract with a private environmental consulting firm with expertise in visual assessment and analysis. Planning Division staff carefully reviewed and considered the two proposals submitted and selected the local office of the consulting firm of Science Applications International Corporation (SAIC). On October 3, 2000, the City Council approved the contract with SAIC.

2. EIR Methodology, Findings, and Public Review

The Entrada EIR analyzes public views from 19 viewpoints in the Entrada project area. The viewpoints were selected to be representative of visual conditions in the Entrada project area. Viewpoints were included from Cabrillo Boulevard at and near its intersection with State Street, from State Street between Cabrillo Boulevard and US 101, as well as from West Mason Street, Helena Avenue, and the Riviera neighborhood.

The Entrada EIR analyzes the public views from the 19 viewpoints using a two-step methodology. The first step involved assessing the importance of the public view from each representative viewpoint using three interrelated criteria for identifying important public scenic views:

- The view/view corridor includes one or more important visual resources; and
- The view/view corridor has scenic quality; and
- The view/view corridor is experienced from a heavily visited public viewpoint.

The second step involved assessing the significance of project changes to identified important public scenic views. This step required determining the baseline condition of the important public scenic view (as described in the Project Setting of the EIR) and then utilizing impact signficance criteria to determine whether the Entrada project would result in a signficant or less than signficant impact to the

baseline condition. The impact signficance criteria utilized in the EIR and the Entrada MND are based on the State CEQA Guidelines and existing state and City plans and policies pertaining to public views.

The overall conclusion of the EIR, focused on public views, is that the Entrada project would result in an adverse but less than significant impact on the environment (Class III) relative to public view impacts. Consequently, no required measures were necessary in order to mitigate the project's public view impacts to a less than significant level. In addition, because no significant environmental impacts were identified in the EIR, no alternatives, other than the No Project Alternative, were required to be analyzed under CEQA.

A Notice of Availability of the Draft EIR focused on public view impacts was issued on February 6, 2001, commencing a 45-day public review and comment period, which ended March 23, 2001. A Draft EIR environmental hearing was held before the Planning Commission on March 15, 2001. The minutes from the hearing are attached as Exhibit G. All correspondence and comments received during the public review and comment period are included with responses in the proposed Final EIR.

3. Project Changes and the Proposed Final EIR

The purpose of a final environmental impact report is to provide the City (as the CEQA "Lead Agency") with the opportunity to respond to significant environmental points raised in the review and consultation process on Draft EIR. All correspondence and comments received during the public review and comment period are included with written responses in the proposed Final EIR. In Staff's opinion, no new environmental information of substantial importance asserting a new or substantially more severe significant environmental effect and specifically requiring additional environmental review by CEQA (State CEQA Guidelines §15162) was raised during the public review and comment period. Therefore, no additional environmental review is required beyond the analysis of public views included in the Draft EIR and the public comments which relate to that analysis.

Because of the long public review history of the Entrada project and due to possible remaining concerns over how the environmental question of important public scenic views is integrated with City land use and design and aesthetic concerns, such as "size, bulk, and scale," and neighborhood compatibility, the Entrada project EIR Executive Summary section "*Areas of Known Controversy and Issues to be Resolved*," suggested additional possible project design changes which might be considered in order to make the required and appropriate land use findings for the Coastal Development Permit and City Development Review approval. These possible project design changes included:

- Reducing some of the third-story elements in Area B to a two-story height;
- Increasing the width of the view corridor through the Area B paseo by eliminating second- and third-story structural elements on both sides of the view corridor;
- Increasing the width of the view corridor through the Area C paseo by eliminating second- and third-story structural elements on both sides of the view corridor; and
- Reducing some of the third-story elements in Area C located along State Street above its intersection with Mason Street.

Some public comments received also suggested further reductions and redesigns in the project.

In response, the project applicant submitted a revised project design to address each of the design changes described above. Staff has closely reviewed the Redesigned Entrada Project and determined that the design changes have only served to further reduce the already less than significant important public scenic view impacts identified in the EIR, and have appropriately addressed all remaining City land use and aesthetic concerns. In addition to the project plans submitted, City staff, working with the EIR subconsultant, have had new photosimulations prepared for EIR Views 6, 7, and 8 using the Redesigned Entrada Project (distributed under separate cover).

View 6 (from the west side of State Street at the Mission Creek bridge looking toward Area B to the north) is categorized as an important public scenic view, and the Entrada project impact was determined to be adverse, but less than significant, from this viewpoint. The new photosimulation of View 6 demonstrates that all of the third-story building elements in Area B have been removed or relocated from the State Street frontage to the interior of the Area. This has resulted in retaining an almost continuous view of the Santa Ynez Mountains ridgeline from this viewpoint. Further, as was the case in the environmental question, when placed in the "Panoramic Contextual View" of View 6a, the new View 6 photosimulation amply demonstrates the overall context of the reduced impact.

View 7 (from the west side of State Street south of Mason Street looking through the paseo on Area B) is categorized as a moderately important public scenic view, and the Entrada project was determined to have a more than negligible, but less than significant effect on this view. The new photosimulation demonstrates that the view corridor through Area B to the Santa Ynez Mountains has been increased.

The Entrada project was identified to be prominent in View 8 (from the entrance to the Californian Hotel looking northwest through Area C), but View 8 is not an important public scenic view, therefore view impacts are not significant. The new photosimulation demonstrates that, the third-story building elements along the State Street frontage in Area C have been removed, as have some of the third-story elements on the Mason Street side of the view corridor through Area C. These project design changes have increased the view corridor through Area C to the Santa Ynez Mountains.

The design changes have had the effect of further reducing less than significant impacts to important public scenic views in Views 6 and 7 and reducing the prominence of the Entrada project in View 8, not an important public scenic view. The proposed Final EIR provides a reasonable worst case analysis of the Entrada project's impacts to important public scenic views. Pursuant to State CEQA Guidelines §15162, no further environmental review is required, particularly since the changes all clearly result in reduced important public scenic view impacts.

C. Environmental Comments Not Requiring Additional Review

During the Notice of Preparation and Draft EIR public review periods, comments were received that additional environmental review was required for the Entrada project with regards to several other environmental issues previously addressed in the Second Revision to the Initial Study and the MND.

Staff has carefully reviewed the information submitted and determined that, pursuant to State CEQA Guidelines §15162, no additional environmental review is required because no new environmental information of substantial importance involving a new or substantially more severe significant environmental effect was raised during the public review and comment period on the Draft EIR and that all such concerns have been adequately addressed in the MND. Each of the issues raised is discussed below.

1. **Tsunamis**

The Second Revision to the Initial Study (Pages 19 and 20) analyzed the potential for the Entrada project to result in or expose people to tsunamis and determined that no significant impacts relative to tsunamis are expected to occur as a result of the Entrada project. The Entrada project is located at approximately 10 feet MSL and according to the City's Master Environmental Assessment maps is within the tsunami run-up area. Because the City requires buildings to be constructed to the Uniform Building Code (to withstand 100 year events) and because adequate City evacuation plans are in place for the Waterfront area, no significant impacts relative to tsunamis are expected to occur as a result of the Entrada project.

Since the preparation of the Second Revision to the Initial Study and adoption of the Entrada project's MND, more information regarding tsunamis has been published. The California Office of Emergency Services has prepared tsunami inundation maps which estimate the run-up from a worst-case tsunami (Magnitude 7.0 earthquake, 100-year flood, and high tide all occurring simultaneously). The California OES recognizes that its tsunami maps are not particularly useful for land planning, since the assumptions used to prepare the OES map (Magnitude 7.0 earthquake, 100-year flood, and high tide all occurring simultaneously) exceed the design criteria for all development except nuclear facilities. The California OES has also produced the *Local Planning Guidance on Tsunami Response* (no date). The purpose of this document is to, "...assist local governments in the initial development of a tsunami response plans and the procedures necessary to deal with a tsunami's impact on their communities."

Neither the OES tsunami inundation maps nor the document *Local Planning Guidance on Tsunami Response* have actually identified new information of substantial importance that will result in new significant environmental effects which were not discussed in the Second Revision to the Initial Study.

In addition, the applicant has submitted a report, *Seismic Sea Wave (Tsunami) Potential*, dated March 28, 2001 prepared by Michael Hoover, Consulting Geologist-Hydrologist (copy attached to the proposed Final EIR) evaluated the effects of a locally generated tsunami resulting from a maximum earthquake. Such an earthquake (Magnitude 7.4) could cause a wave height of nine to twelve feet and result in the Entrada project experiencing minor flooding. If such an earthquake occurred at high tide (likely recurrence frequency of 600 years) it could result in the Entrada project experiencing significant flooding, but the structures would not be destroyed and because they are proposed to be built of steel, could be used as evacuation facilities.

The *Seismic Sea Wave (Tsunami) Potential* report also evaluated evacuation of the waterfront relative to tsunamis. Distant source tsunamis result in relatively small (1 to 5.5 feet) waves in Santa Barbara, and lengthy warning times (usually hours) providing ample evacuation time. An earthquake locally of

sufficient magnitude to generate a significant tsunami would likely also cause collateral damage to roads, liquefaction, slope failures, bridge failures, and scattering of building debris on roadways such that evacuation from the Waterfront via automobile would not be possible. The most effective form of evacuation from the Waterfront area would be on foot to higher ground (i.e. to the top of the Santa Barbara City College stadium). No change in evacuation conditions would result from reducing the number of vehicle traffic lanes on State Street. Consequently, due to the low probability of tsunami occurrences and limited scope of the Entrada project, despite public comments on the Draft EIR to the contrary, it is clear that no significant impact from exposure of persons to tsunami risk would result from the Entrada Project.

2. Mission Creek

The Second Revision to the Initial Study (Pages 21 and 44) indicated that the Entrada project would not have a significant impact on the natural communities or wetland habitats within Mission Creek, nor would changes to the drainage flow of Mission Creek occur as a result of the Entrada project.

At the time the Second Revision to the Initial Study was prepared and approved (July 1999), the preferred plan for the proposed Lower Mission Creek Flood Control Project was not specifically known nor had environmental review for the Mission Creek project been completed. However, in anticipation of changes to the Mission Creek stream channel, to occur in conjunction with the proposed Lower Mission Creek Flood Control Project, the Entrada Conditions of Approval contained in City Council Resolution No. 99-098 contains Condition G.13, which states:

> G. Prior to issuance of demolition, grading or building permit for the Entrada project:
>
> 13. The applicant shall review construction requirements with the Public Works Department to ensure that the development on Area A is consistent with approved plans for the improvement of Mission Creek at the time of project construction on Area A to the extent feasible. The Owner shall make all feasible changes to the plans as reasonably required by the Public Works Department. Costs for plan revisions shall be borne by the applicant.

In September 2000, the US Army Corps of Engineers released the Feasibility Report and the proposed Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Lower Mission Creek Flood Control Project. The recommended plan according to the Feasibility Report is Alternative 12. Exhibit H shows Area A as previously approved with the existing alignment and the proposed Alternative 12 alignment of Lower Mission Creek superimposed. As indicated on Exhibit H, if the Alternative 12 alignment of Lower Mission Creek is ultimately approved, the proposed buildings on Area A (as previously approved) would be at the top-of-bank of Lower Mission Creek. However, as also indicated on Exhibit H, Alternative 12 includes the demolition of buildings adjacent to the portion of the building on Area A closest to Mission Creek. In addition, a habitat restoration area is proposed between the west elevation of the building on Area A and the proposed top-of-bank of the Lower Mission Creek. According to the proposed Final EIS/EIR for the Lower Mission Creek Flood Control

Project, these components of Alternative 12 were found to offset any impact resulting from the existing building on Area A encroaching within the required 25 foot setback from the top-of-bank of Lower Mission Creek.

The Lower Mission Creek Flood Control Project has yet to be considered for approval, its final design has not been determined and remains unknown at this time. The Redesigned Entrada Project includes a re-configuration of the new improvements on Area A in order to provide a minimum 25 foot setback from the top of bank as that bank may be established under Alternative 12 (Exhibit H). In addition, the staff recommendation for consideration of the Entrada project on its merits would include a condition similar to City Council Resolution No. 99-098, Condition G.13, as worded above, in the event further iterations of Alternative 12 occur.

Therefore, while the proposed alignment for the Lower Mission Creek Flood Control Project has been further refined since preparation of the Second Revision to the Initial Study, this new information will not result in new or substantially more severe significant environmental effects than those which were discussed in the Second Revision to the Initial Study and the MND.

3. Traffic and Circulation

The conclusion of the Second Revision to the Initial Study (dated May 5, 1999) that the Entrada project would not result in a significant impact relative to increased trip generation and traffic impacts was based on a traffic report prepared by KaKu Associates, Inc in August 1998 (as subsequently supplemented) and, as mentioned above, the traffic/parking determination was approved and made final by the Superior Court judgment issued with respect to the City's previous environmental review of the Entrada project. The August 1998 KaKu Associates, Inc. study provided trip comparisons both utilizing and not utilizing trip reductions. The trip comparison included in the Second Revision to the Initial Study did not include trip reductions.

In commenting on the Draft Entrada EIR focused on public view impacts, the Citizens Planning Association had the firm of Urban Crossroads prepare a separate trip generation and traffic impact study for the Entrada project which asserts that the Entrada project could have an increase in trip generation. However, as explained below, the Urban Crossroads study did not apply the approved City of Santa Barbara trip generation methodology or take a legally appropriate approach to calculating the environmental baseline. Further, the study does not represent an analysis of "new" information; rather it is merely a new study of the same information available at the time the MND was prepared.

a. Project Trip Generation Methodology

The KaKu Associates, Inc. report prepared for the MND used the City of Santa Barbara's approved baseline analysis and methodology for investigating the impacts of a new project when that new project would replace existing buildings/land uses on the site. That methodology is as follows:

a. The size and zoning of the existing on-site land uses are summarized. If the on-site buildings are vacant but could be occupied again without any new discretionary approval from the City,

then the building size and land use are presumed as part of the on-site total for existing baseline conditions.

b. The trip generation for the existing on-site buildings/land uses is calculated using a reference source approved by the City. In most cases, the Institute of Transportation Engineers Trip Generation Manual, Sixth Edition will be used as the City's standard reference of choice.

c. The same trip generation source reference will be used to calculate the trip generation of the proposed land uses for the site.

d. In some cases, the trip generation rates found in the Trip Generation Manual will be adjusted to reflect actual known conditions at the site. Any adjustments to the standard trip generation rates must be applied to both existing and proposed land uses and must be approved by the City Transportation Planning staff.

e. The two trip generation studies for existing and proposed project conditions are compared, and the difference in trips is considered to be the net trip generation effect of the Entrada project. The traffic impacts of the Entrada project are identified based on this net trip generation.

The trip generation comparison included in the Urban Crossroads study ignores two significant factors in the above methodology – the definition of on-site land uses and trip reductions.

b. On-Site Land Uses

If a building can be re-occupied without any additional discretionary approval from the City, it should be counted as "existing square footage," even if it happens to be temporarily between tenants and vacant at the time of the study. State CEQA Guidelines and case law was presented during the Planning Commission and City Council deliberations on this project that supported the City's interpretation of the definition of "existing on-site land use" as the appropriate "baseline" calculation.

Thus, in ignoring the space that is only temporarily vacant, the Urban Crossroads study is incorrect in its definition of the amount of land use on-site today. Therefore, the Urban Crossroads study underestimates the trip generation of the existing on-site land uses.

c. Trip Reductions

The trip generation rates used in the Urban Crossroads traffic study were based on the data found in the Trip Generation Manual consistent with the procedures used by the Transportation Division staff. The Trip Generation Manual represents a collection of trip rates from across the United States–most of which reflect suburban, single-use projects that experience little public transit or walk-in patronage, as might be typical in an urban setting. Indeed, the data collected for the Trip Generation Manual is appropriately intended to document the peak automobile generation of each individual land use and,

typically, the suburban projects do just that.

However, in the experience of City staff, many projects in Santa Barbara do not behave as single-use suburban developments; consequently, it is appropriate and more accurate to adjust the trip generation rates accordingly. For example, commercial projects along the oceanfront have traditionally received a 25% reduction from suburban rates in order to appropriately reflect the pedestrian nature of the State Street and Cabrillo Boulevard corridors, and its proximity to the City's central business district.

Visitor-serving projects along State Street and Cabrillo Boulevard corridors are also well served by transit and shuttle service, and it is appropriate to assume that the well-utilized shuttle system would serve hotel and retail land uses along these corridors. Again, the suburban trip generation rates found in the Trip Generation Manual would not reflect the service offered by the State Street/Waterfront shuttle or the proximity of this project to the Railroad Station, for example.

Finally, the Urban Land Institute (the "ULI"), in its publication Shared Parking, documented that visitors to a mixed-use project tend to visit more than one land use in the project during a single visit. This "capture" of multiple trips tends to reduce both the number of trips and the parking requirements of mixed-use projects. Multiple visits in the range of 20-70% were found in the ULI study. These empirical ULI indicators are quite consistent with the experience of staff and others in our own local downtown setting.

The first two trip reduction factors above (walk-in and shuttle) would apply to both the existing and proposed land uses while the third factor (a mixed-use project) would only apply to the Entrada project, as proposed.

However, as stated above, the trip reductions applied by KaKu Associates, Inc. were not considered by staff in the determination of the Entrada project's traffic impacts. The KaKu Associates, Inc. Study, dated August 1998, shows a trip comparison without trip reductions (Table 7 of that study). This information was ultimately used to compare the existing land uses with the proposed Entrada project at that time.

d. Conclusion

The Urban Crossroads analysis used the incorrect definition of existing on-site land uses as its environmental baseline and it failed to take into account legitimate and well-documented trip reductions. Therefore, the Urban Crossroads analysis incorrectly under-estimates the number of existing trips and over-estimates the number of trips from the new project. The staff believes that the trip generation estimate in the KaKu Associates, Inc. report reflects a more accurate estimate of the net trip generation of the Entrada project. Finally, nothing in the Urban Crossroads study represents "new" information for the purposes of requiring additional or supplemental environmental review under State CEQA Guidelines and caselaw; instead, the Urban Crossroads study represents a rehash of previously available information.

Given this, staff does not agree with the Urban Crossroads traffic generation study conclusion that the project would impact the intersection of Garden Street/US 101 Northbound Ramp. Therefore, the Urban Crossroads trip generation and traffic impact study does not constitute new information of substantial importance which will result in new or substantially more severe significant environmental effects not discussed in the Second Revision to the Initial Study or the MND.

e. Updated Trip Generation Analysis Findings for the Redesigned Entrada Project

KaKu Associates, Inc. also submitted a revised trip generation analysis, dated June 20, 2001, to the Transportation Division (Exhibit I) to reflect the recent submittal of the Redesigned Entrada Project. The revised trip generation analysis indicates that the Redesigned Entrada Project would result in further reduction to existing weekday and weekend average daily trips and p.m. peak hour trips as compared to the approved Entrada project (July 1999).

The Redesigned Entrada Project will result in reduction of 1,745 weekday average daily trips (ADTs) and a reduction of 149 p.m. weekday peak hour trips (PHTs) as compared with existing conditions. In addition, the Redesigned Entrada Project will result in a reduction of 1,409 weekend ADTs and 146 weekend p.m. PHTs. This is a further reduction in trip generation as compared to the trip generation for the approved Entrada project (July 1999) which was estimated to result in a reduction of 1,371 weekday average daily trips (ADTs), a reduction of 116 weekday p.m. peak hour trips (PHTs), a reduction of 1,093 weekend ADTs and a reduction of 115 weekend p.m. PHTs, as compared with existing conditions.

VIII. LAND USE ISSUES

This section of the staff report analyzes the Entrada project in relation to existing City planning documents and regulations. This section is to be used in conjunction with the comprehensive list of relevant plans, policies, and regulations applicable to the Entrada project and attached as Exhibit J. The discussion provided below summarizes the intent of existing plans, policy, and regulatory language and analyzes how the Redesigned Entrada Project would comply with the stated intent.

This section of the staff report is divided into major issue topics, as follows:

A. Zoning and Santa Barbara Municipal Code Consistency

1. Permitted Uses
2. Required Setback and Height Limits and Requested Modifications
3. Parking Requirements
4. Development Plans
5. Measure E/TEDR

B. Plans and Policy Consistency

1. California Coastal Act and Local Coastal Plan
2. General Plan
3. Design Review Plans
4. Downtown/Waterfront Santa Barbara (Visioning Report)
5. Amended Central City Redevelopment Plan

A. Zoning and Santa Barbara Municipal Code Consistency

1. Permitted Uses

The project site is located within the HRC-II (Hotel and Related Commerce Zone)/SD-3 (Coastal Zone) Overlay. The City's Zoning Ordinance (SBMC Title 28) describes this area as striving to promote, maintain, and protect visitor serving and commercial recreational uses. Existing uses at the Entrada project site are permitted uses in the HRC-II/SD-3 Zone District. A range of visitor serving commercial/retail uses is allowed in this zone district. However, residential uses are not permitted in this area of the HRC-II/SD-3 Zone District.

The Redesigned Entrada Project proposes commercial/retail uses, a public Visitor Information Center (VIC), and time-share use. Both the proposed commercial/retail and VIC are clearly permitted uses in the HRC-II Zone District. Time-shares are also a permitted use in the HRC-II Zone District, as being a defined form of "hotel" use; however, because time-shares are not common uses in the City, additional information is provided below. In addition, in order to address previously expressed questions regarding potential land use changes (especially with respect to the time-share use), a condition of approval is recommended which expressly states that any changes in land use constituting "development" as defined by the Coastal Act, shall require an amendment to the Entrada project's approved Coastal Development Permit.

a. Time-Share Use

SBMC Section 28.04.290 includes time-share projects within the definition of a hotel as follows:

> *"A building, group of buildings or portion of a building which is designed for or occupied as the temporary abiding place of individuals for less than thirty (30) consecutive days including, but not limited to establishments held out to the public as auto courts, bed and breakfast inns, hostels, inns motels, motor lodges, time share projects, tourist courts, and other similar uses."*

Staff is not aware of any other time-share projects operating at this time within the City. As such, some questions have been raised regarding their operation and use. The proposed time-share complex is to be operated very much like a hotel, and the units would be designed for that purpose. The proposed units do not meet the development standards for new residential condominiums, including the provision of private laundry facilities and private storage space. In addition, the units are intended for occupancy for less than 30 days.

The applicant has presented proposed rules and regulations for the time-share units (Exhibit K), which outline the ownership structure and occupancy requirements.

Based on questions raised regarding the potential for future change in use of the proposed time-share units, staff is recommending express language be added to the Conditions of Approval requiring that the units be marketed as time-share units, as outlined in a marketing plan to be provided to the City by the applicant prior to the issuance of building permits. In addition, staff is recommending that the applicant provide a mandatory contingency plan outlining provisions for the marketing and use of the units should the time-share component of the Entrada project prove unsuccessful economically.

Ownership Structure

The proposed time-share units represent a legal arrangement in which parties purchase an equity or "ownership" interest in a type of unit for a certain period of time, typically a week or two. No one particular unit is purchased, but rather a block of time for use of a type of unit within any given year.

Occupancy of a particular unit type within the complex is therefore guaranteed, but not for a specific unit. In addition, an occupancy within the Entrada project may be made for either a full (or "primary") unit, or a unit without the use of a smaller secondary area, called a "lockout unit." Each primary unit contains two bedrooms, two and a half bathrooms, a great or living room, and a kitchen. The lock-out portion of the primary unit contains one bedroom and one bathroom. The ownership interest is purchased for the primary unit, but the owner has the option of occupying the primary unit without the lock-out unit if desired. Under this arrangement, the lock-out unit would be available for occupancy by the general public through the project operator, the same as a hotel room. Staff is recommending a condition of approval to ensure that any time-share unit that is not in use by the time-share estate owner (or his/her authorized guests or invitees or by authorized time-share exchange guests) must be available for public use as a transient occupancy hotel unit.

The proposed time-share units will be created as condominiums and will be processed under a tentative subdivision map pursuant to the Subdivision Map Act and SBMC Chapter 27. The time-share unit complex is essentially operated as a hotel by a management company, with different owners of interest in each unit occupying the unit at different times. In addition, an owner of an interest in the Entrada project may chose to occupy a unit on two separate occasions within a given year, and has the option of using only a lock-out unit for this purpose. As such, it is possible for a lock-out unit to be occupied by a different party than the owner of interest occupying the remainder of the primary unit. Therefore, for purposes of project review, each primary unit and lock-out unit were considered as separate units, for a total of 112 units. Consequently, this figure represents a worst case assumption (for potential impact purposes) of each primary and lock-out unit being occupied by different parties at any given time; however, the occupancy restrictions on the ownership interest may make such a scenario unlikely.

Applicability of Transient Occupancy Tax

The City Attorney's office has advised that the City's Transient Occupancy Tax ordinance (SBMC Chapter 4.08 – the "Bed Tax") would apply to all occupancies of the time-share units except the occupancy by the owner of a unit, including only the owner's family and non-paying guests of the owner. The City's Bed Tax is applicable to the rental or use of the unit by non-owners for occupancies of less than 30 days. This would include the use of a unit on an exchange basis by an owner of a time-share unit in another project under circumstances where the operator "exchanges" or trades use rights among time-share owners.

SBMC Section 4.08.020(B) also provides a slightly different definition than that contained in the Zoning Ordinance as noted above for the purposes of imposing the Bed Tax:

> *"Any structure, any portion of a structure, or any portion thereof which is occupied or intended or designed for occupancy by transients for dwelling, lodging, or sleeping purposes, and includes any hotel, inn, tourist home or house, motel, studio hotel, bachelor hotel, lodging house, rooming house, apartment house, apartment house, dormitory, public or private club, mobile home or recreational vehicle park, or other similar structure or portion."*

While this definition does not specifically mention time-share units, the tax does apply to all "transient occupancies" by transient persons. SBMC Section 4.08.020.G defines a "transient" as follows:

> *"Any person who exercises occupancy or is entitled to occupancy by reason of concession, permit, right of access, license, or other agreement for a period of thirty (30) consecutive calendar days or less...[A]ny such person so occupying space in a hotel shall be deemed to be a transient until the period of thirty (30) days has expired unless there is an agreement in writing between the operator and the occupant providing for a longer period of occupancy."*

Under these definitions, the Bed Tax would apply to cases in which the unit was occupied by any party other than the owner of record, or a non-paying member of the owner's family or a non-paying guest of the owner on a non-rental basis.

However, the ownership structure of the proposed units is such that occupancy in a complex in one location may be exchanged for occupancy in another. For example, a buyer may purchase an interest in a unit within the proposed Entrada project. The buyer thus has a right to occupy that unit for a portion of any given year, generally one or two weeks. The owner also has the option of exchanging that occupancy right for occupancy in another time-share complex in another location, typically under an agreement with the corporate operator of the project. The owner with whom the occupancy is being exchanged would have an occupancy right to a unit in the Entrada project or another participating time-share unit for that year, but would be considered a transient for purposes of the Bed Tax ordinance.

It is also possible that the operator of the project could retain ownership of some of the units and make

those available to the general public on a daily/nightly basis as hotel rooms.

Similarly, individual owners of time-share units could arrange to rent their unit for time periods to the general public rather than occupy the unit themselves or exchange their rights for a unit in another complex. In these situations, the rental of the rooms would be subject to the Bed Tax. Collection of the Bed Tax should be no more difficult in a time-share complex than it is in the hotel context, since the City's ordinance imposes the burden of collecting, reporting and paying the tax on the operator and provides the City with full audit rights. In addition, a recommended condition of approval is included requiring the operator of the time-share units to provide reporting of occupancy of the project by non-owners to the City pursuant to the procedures outlined in the Bed Tax ordinance.

2. Required Setback and Height Limits and Requested Modifications

a. Front Yard Setback

The HRC-II Zone District requires a 10-foot setback for one-story buildings which are 15 feet or less in height, and a 20-foot setback for taller buildings. The proposed buildings would be configured with a range of one-, two-, and three-story elements. However, the ordinance does not provide for variations in setbacks based on the heights of portions of buildings, therefore, the 20-foot setback requirement is applied to the entire building.

The intent of the HRC-II setbacks is to provide for an enhanced feeling of openness within the Waterfront area, consistent with the goals of the LCP. However, this intent could be construed as inconsistent with the City's goal to create a pedestrian-oriented environment like the State Street Plaza, with its allowance for zero front-yard setbacks. The City is attempting to create the State Street Plaza design within the project area, but acknowledges the need for visual openness within the Waterfront area. Therefore, a range of building setbacks within a development is desirable for visual variety.

The required findings for a modification of yard area requirements include findings that the proposed modification is necessary to secure an appropriate improvement on a lot or promote uniformity of improvement. Along State Street, a variety of smaller one-and two story buildings are located around the project site, many of which have zero front yard setbacks. In addition, Helena Avenue includes some older buildings, including the Bekins building, which are larger and also have reduced or zero front yard setbacks.

The approved Entrada project design (July 1999) included three-story buildings along much of the State Street frontage and included placement of buildings and arcades within the required setback along State Street, Mason Street, and Helena Avenue which did not enhance the openness of the project area from this highly used corridor.

No changes to the building placement on Area A are proposed for the Redesigned Entrada Project as compared to the approved Entrada project design (July 1999). The existing Californian Hotel (Area A) has no setbacks on either street, and the proposed three-story addition is proposed to match the existing zero-setback on State Street.

In contrast, the Redesigned Entrada Project has entirely removed the third story building elements from Areas B and C State Street elevation and relocated the units to the interior of those Areas. The new State Street elevation is comprised of one- and two-story buildings with three public plazas. Also located along the State Street frontage are a series of proposed open arcade structures, which extend to the property line. The new buildings on the ground floor of Areas B and C propose a variety of building setbacks ranging from zero to 21' 8'. The upper levels of the building provide additional setbacks on the second level and third level creating a stair-step configuration (Exhibit L, Project Setback Diagram and Statistics).

Given the size, bulk, and scale of the Redesigned Entrada Project relative to these surrounding buildings, the varying setbacks proposed for the Entrada project are acceptable to allow for visual variety for a project of this size in the Lower State Street area. It is staff's opinion that the Entrada project promotes a uniformity of improvement for development within the Waterfront area and staff is therefore, supportive of the requested front yard setback modifications.

b. Height Limits

The maximum building height allowed in the HRC-II Zone District is three stories, not to exceed 45 feet. The maximum allowable height for hotels within the Waterfront area under City Charter Section 1506 is 45 feet.

All new buildings associated with the Entrada project are proposed to be under the 45 foot height limit. The new additions to the Californian Hotel on Area A area proposed to be three-stories and varying in height between approximately 37 feet and 45 feet as measured from the existing street level finished grade. The new buildings and restored historic buildings on Areas B and C are proposed to be one- and two-stories closest to State Street and increase to two- and three-stories towards Helena Avenue. Building heights on Areas B and C as measured from existing street level finished grade vary between approximately 28 feet and 45 feet.

The existing Californian Hotel on Area A is non-conforming with respect to both setbacks, as described above, and building height and number of stories. The 56-foot height and four stories exceeds the maximum 45-foot height and three-story limits for hotel buildings in the Waterfront area. Exterior alterations to portions of non-conforming buildings which exceed the allowable building height and three-story limit are allowed with approval of a Modification, pursuant to SBMC Section 28.92.026. A Modification may be granted as long as the exterior alteration does not increase the floor area of the portion of the building which exceeds the building height and three-story limits. The Entrada project includes a request for this Modification.

The proposed exterior alterations to the Californian Hotel include façade improvements that do not change the overall character of the building, and have been supported by the Historic Landmarks Commission. The Entrada project includes interior alterations to the entire hotel, including the non-conforming fourth floor. The interior alterations would therefore be consistent with this code provision.

Given that the proposed exterior alterations to the Californian Hotel represent an enhancement and structural improvement of an existing building, and the alterations will not result in additional new floor area above the 45-foot height and three-story limits, staff is supportive of this requested Modification.

3. Parking Requirements

The proposed Entrada de Santa Barbara project is required by code to provide 180 parking spaces, as follows:

Time-Share and Commercial/Retail Project Components

56 time-share units (each with lockout units) (one space per unit and lockout unit)	112 spaces
16,864 sq.ft. commercial/retail (1 space per 250 sq. ft.)	68 spaces
Subtotal	180 Spaces

Parking Required for Other Project Components:

Code-required Parking for Visitor Information Center (as determined by the Transportation Division)	10 Spaces
Replacement of on-street parking spaces	11 spaces
Subtotal	21 spaces
TOTAL PROJECT	201 spaces

A total of 210 parking spaces are proposed on-site, with parking for the proposed VIC and replacement of on-street parking to be provided at 125 State Street, as discussed below. The amount of parking provided is more than the amount required by code. The redesign of the Entrada project has eliminated the necessity of the previously requested and approved parking modification from the City's Zoning Ordinance parking requirements.

a. Commercial/Retail Parking Demand

Transportation Planning Staff examined the revised trip generation and parking analysis prepared by KaKu Associates, Inc., dated June 20, 2001. The parking demand analysis prepared by KaKu Associates, Inc. could be characterized as a worst case analysis, which did not account for any discounts like modal splits or the location of the proposed land use and its relationship to the

surrounding beach activity. Further, the parking demand rate used for the commercial portion of the project is the most conservative number found in the Institute of Traffic Engineer's (ITE) Parking Generation (4 parking spaces per 1,000 square feet or a total of 68 spaces).

The revised parking analysis provided by Kaku applied a conservative 40% reduction in the project's commercial traffic because of the use of alternative means of transportation (primarily pedestrian and transit traffic) and determined that the commercial/retail use parking demand for the Entrada project is estimated to be 41 parking spaces. The Planning Commission has also previously reduced the parking demand by as much as 50% for past projects at this same location because of heavy pedestrian volumes and use of commercial space by hotel patrons leaving their cars parked at hotel sites. Therefore, Transportation staff believes that the parking demand for the commercial/retail land use will be more than met.

b. Time-share Parking Demand

The project proposes to provide one parking space for each potential unit for the time-share portion of the project. Each of the 56 time-share units can function as two individual units for a total of 112 units possible. The revised KaKu Associates parking study applied a conservative mode split adjustment to the project (80% automobile and 20% by taxi, transit, or drop-off). Using this information, the average parking demand of the time-share portion of the project is 90 spaces. Therefore, the project's parking demand for the time-share units will be met.

c. Distribution of Parking Spaces

The 210 parking spaces provided by the project would be distributed over the three areas comprising the overall Entrada project site, with 17 spaces provided in a surface parking lot on Area A, 48 spaces in a subterranean garage on Area B, and 145 spaces in a subterranean and above-ground garage on Area C.

Access to the parking structures on Areas B and C is proposed from Helena Avenue via State Street and Mason Street. Access to Area A is provided from Mason Street. Parking areas are located away from the pedestrian areas to minimize potential pedestrian and vehicular conflicts and enhance the overall pedestrian environment. Bicycle parking is also proposed in decentralized locations throughout the project.

The recommended Conditions of Approval contain a condition requiring the Owner to provide an Off-Site Parking Agreement which provides for shared parking among, between, and for the benefit of Areas A, B, and C.

d. Reconfiguration of On-Street Parking

The existing on-street parking is proposed by the City to be reconfigured as part of the Entrada project, so that the current 40 spaces in a perpendicular configuration located on Mason Street and Helena Avenue would become 29 spaces in a parallel configuration. The 11 spaces lost by this

reconfiguration are to be replaced within the City parking lot approved for the site at 125 State Street as part of the Redevelopment Agency's Santa Barbara Railroad Station Improvement Project. The 10 space parking demand for the proposed public VIC, as established by the City Transportation Division (Transportation Division staff calculated the demand for the VIC based on observations of circulation and parking usage in the area and at the existing VIC at the corner of Garden Street and Cabrillo Boulevard) is also proposed to be also be accommodated in this new public lot.

e. Parking at 125 State Street

The Santa Barbara Railroad Station Improvement Project as approved in December 14, 1995, included parking for a total of 167 spaces north of the railroad right-of-way. The 167 parking spaces were sufficient to cover the expected parking demand of 104 spaces for the Railroad Station project. The extra 63 spaces were provided as surplus parking for the Lower State Street area. As mentioned above, on the south side of the railroad right-of-way (125 State Street), a parking lot with 41 parking spaces was approved to provide additional parking for the Railroad Station site and surrounding uses. The Redevelopment Agency is also able to provide significantly more parking than required to meet the Santa Barbara Railroad Station Improvement Project demand because new property has recently been acquired on Montecito Street (adjacent to Enterprise Fish Restaurant building) and added to the Railroad Station site after the initial project was approved on August 4, 1994. The project, as approved at that time, included a total of 214 parking spaces, including the parking south of the railroad right-of-way at 125 State Street.

Late in 1995 the City Chamber of Commerce approached the Redevelopment Agency with a request to pursue a joint development project on the parcel south of the railroad right-of-way. The Chamber proposed to contribute to the construction cost of a new VIC that would include public restrooms. Because the Santa Barbara Railroad Station Improvement Project was providing sufficient parking north of the railroad right-of-way to meet the parking demand of the Santa Barbara Railroad Station Improvement project, on January 9, 1996 the Redevelopment Agency Board directed staff to pursue using the site south of the railroad right-of-way for a new VIC instead of an ancillary parking lot for the Railroad Station.

On May 15, 1997, the Planning Commission discussed the Agency's proposal to develop a VIC and found that construction of the Santa Barbara Railroad Station Improvement Project on a phased basis would be in substantial conformance with the development approvals that had been granted. Phasing the construction of the project would allow the Agency time to pursue the design and approval of a VIC. If approved, no impacts to the Santa Barbara Railroad Station Improvement Project north of the railroad right-of-way were expected to result from the loss of parking south of the railroad right-of-way. If the proposed development was not approved, the Agency would proceed with the construction of the approved parking lot south of the railroad right-of-way. A finding was also made that the total amount of parking to be provided north of the railroad right-of-way was 158 spaces. This number was reduced from the 167 previously approved, but found to be in substantial conformance again because sufficient spaces in excess of the estimated project demand were being provided.

At this time, the Agency proposes to relocate the VIC from the 125 State Street location to Area C of the proposed Entrada project, and develop the site at 125 State Street with the public parking lot as originally approved. Future design revisions to the parking lot will be requested which include changing the access to the parking lot from State Street to be exclusively off of Kimberly Avenue, improved pedestrian access, and aesthetic treatments for the State Street frontage. The VIC would therefore proceed independently from the approved Santa Barbara Railroad Station Improvement Project.

The 41 spaces to be provided on the 125 State Street site are, therefore, sufficient to accommodate the 10-space demand for the VIC and the replacement of the loss of 11 on-street spaces on Mason Street and Helena Avenue (as a result of reconfiguration), without affecting parking demand for other uses in the area. The proposed VIC and replacement of on-street parking represent public benefits, for the Waterfront Area. Staff believes that it is therefore appropriate to utilize the surplus parking within a proposed public parking lot for this purpose.

4. Development Plan

The Entrada project requires approval of a Development Plan for Area A in order to allow for the development of the 1445 square feet (excluding parking areas and open space) of non-residential development, pursuant to SBMC Section 28.87.300. Areas B and C also have vacant parcel and minor addition square footage available for non-residential development use, pursuant to SBMC Section 28.87.300.

The findings required for the Development Plan approvals include

- complies with all provisions of the Zoning Ordinance; and
- will not a have a significant unmitigated adverse impact upon City and South Coast affordable housing stock; and
- will not have a significant unmitigated adverse impact on the City's water resources; and
- will not have a significant unmitigated adverse impact on the City's traffic; and that
- resources will be available and traffic improvements will be in place at the time of project occupancy, and.
- be consistent with the principles of sound community planning; and
- will not have a significant adverse impact upon the neighborhood's aesthetics/character in that the size, bulk or scale of the development will be compatible with the neighborhood;

It is staff's opinion that the development of Areas A, B and C of the Entrada project comply with these development plan findings, as discussed below.

Complies with all provisions of the Zoning Ordinance

As discussed above, the Entrada project is a permitted use in the HRC-II Zone District, it provides in excess of the amount of parking required by the Zoning Ordinance, and with approval of the requested modifications, meets the intent of the HRC-II Zoning Ordinance provisions relative to setbacks and height limits.

Will not a have a significant unmitigated adverse impact upon City and South Coast affordable housing stock

No known legal affordable housing units exist at the Entrada project site. The approved MND (based on the Second Revision to the Initial Study) indicated that the Entrada project was anticipated to generate approximately 79 employees, seven more than the estimated 72 employees associated with the existing uses. This number of new employees was found not to have the potential to cause a significant adverse impact on the City or South Coast's affordable housing stock. The Redesigned Entrada Project further reduces the amount of commercial/retail square footage of the project by 668 square feet and the number of transient occupancy units by 50 as compared to Entrada project analyzed in the Second Revision to the Initial Study. Therefore, it remains that the Entrada project will not be a major employment generator for the City or the South Coast. If the Entrada project generates any new employees, at all, these additional employees would more than likely be residing in the City or South Coast area already. Therefore, the Entrada project is not anticipated to have a significant unmitigated adverse impact upon City and South Coast affordable housing stock.

Will not have a significant unmitigated adverse impact on the City's water resources

The Entrada project is located in a developed urban area, is served by existing utilities. According the approved MND (base on the Second Revision to the Initial Study) adequate water resources are available to serve the Entrada project.

Will not have a significant unmitigated adverse impact on the City's traffic and resources will be available and traffic improvements will be in place at the time of project occupancy

KaKu and Associates submitted a revised trip generation study, dated June 20, 2001, to the Transportation Division. The revised trip generation study indicates that the Redesigned Entrada Project would result in further reduction to existing weekday and weekend average daily trips and p.m. peak hour trips as compared to the approved Entrada project (July 1999).

The Redesigned Entrada Project design will result in reduction of 1,745 weekday average daily trips (ADTs) and a reduction of 149 weekday p.m. peak hour trips (PHTs) as compared with existing conditions. In addition, the Redesigned Entrada Project will result in a reduction of 1,409 weekend

ADTs and 146 weekend p.m. PHTs. This is a further reduction in trip generation as compared to the trip generation for the approved Entrada project (July 1999) which were estimated to result in a reduction of 1,371 weekday average daily trips (ADTs), a reduction of 116 weekday p.m. peak hour trips (PHTs), a reduction of 1,093 weekend ADTs, and a reduction of 115 weekend p.m. PHTs, as compared with existing conditions.

As a condition of project approval, the Redesigned Entrada Project is required to install a new traffic signal at the intersection of State Street and Mason Street consistent with warrants.

Therefore, the Entrada project is anticipated to improve trip generation rate in the project area and traffic improvements will be installed prior to issuance of a Certificate of Occupancy for the project.

Be consistent with the principles of sound community planning

The Entrada project appears generally consistent with the principles of sound community planning. It is consistent with the City's goals and polices regarding land use and circulation as discussed in other sections of this staff report. The Entrada project includes land uses that were essentially planned for and expected within this area based on the direction in the General Plan and, as such are complimentary both to each other and to the City's vision for this area. The Entrada project represents an economic link between the Downtown and Waterfront areas for pedestrians and for those who may choose to use public transit opportunities to connect the Waterfront with the Downtown, and represents a private redevelopment effort to improve an underdeveloped area within the City's Waterfront area with the provision of a range of visitor serving uses in an manner which will be consistent with existing development already in the area.

Will not have a significant adverse impact upon the neighborhood's aesthetics/character in that the size, bulk or scale of the development will be compatible with the neighborhood

The Entrada project provides a substantial improvement to a key location in the Waterfront area. The Redesigned Entrada Project design has no third-story buildings on Areas B and C along State Street and includes extensive area devoted to public plazas and paseos, which together, results in a more visually open and less intensely developed appearance. The remaining third-story elements, for the most part, are adjacent to larger and, in some cases, more imposing buildings such as the Bekins building and the large building located at 136 State/10 Yanonali Street currently occupied by "Big Dogs" both of which are near Area C.

There has been extensive discussion over the future of the interior of the HRC-II zone as part of the City's HRC-II Zone study, with the main issue being how to maintain the eclectic mix of commercial, industrial, and art studio uses which have earned the area the nickname the "funk zone," while allowing for the development of new visitor-serving uses to enhance the Waterfront area. The project site is located on the edge of two areas of the City, the Waterfront and the "funk zone", each with a different character in terms of land use and building scale. Yet, it is fairly proximate to the City's Central Business District and the areas of the City with the most intense urban development, such as

the Paseo Nuevo mall and the 700, 800 and 900 blocks of State Street. The State Street frontage of Entrada is a key component of the Waterfront area, with smaller scale buildings occupied by visitor-serving uses. The east side of the project fronting on Helena Avenue is on the edge of the "funk zone," occupied by a mix of older industrial and warehouse buildings of a generally larger scale than those in other parts of the Waterfront. The feeling of visual openness associated with other parts of the Waterfront is not evident in midst of the "funk zone." Therefore, in staff's opinion, it appears appropriate that the more massive and bulkier buildings associated with Areas B and C of the Entrada project be located adjacent to this less visually open area of the Waterfront, and that the State Street frontage of Areas B and C of the Entrada project maintain a more visually open feeling through the use of one and two-story buildings, and public plazas and paseos.

At the May 8, 2001, Planning Commission and Historic Landmarks Commission Joint Workshop discussion and comments on the size, bulk, and scale of the Entrada project appear to indicated that the Joint Commission find the Redesigned Entrada Project to be appropriate and compatible with the surrounding neighborhood. The general consensus of the comments of the Joint Commission was that the Redesigned Entrada Project greatly improved the overall mass of the project, that the removal of the third-story building elements from the State Street frontage increased the "openness" of the site, and that the simplified architecture was more representative of Santa Barbara's style and small town ambiance. Therefore, it is staff's opinion that these findings can be made for the proposed Development Plan.

5. Measure E/TEDR

Santa Barbara Municipal Code (SBMC) Section 28.87.300 implements Charter Section 1508 and requires Development Plan review and approval for all non-residential projects involving creation of new floor area greater than 1,000 square feet consistent with Charter Section 1508 and the General Plan Land Use Element. The Entrada project would require approval of a Development Plan and Transfer of Existing Development Rights (TEDR), consistent with the requirements of Charter Section 1508 and SBMC Section 28.87.300 and SBMC Chapter 28.95.

a. Square Footage Calculations

For purposes of tracking non-residential development under Charter Section 1508, the applicant is proposing to utilize non-residential square footage for the Entrada project from the vacant parcel and minor addition catagories.

In summary, the existing 96 hotel rooms on Area A (Californian Hotel) will be utilized as follows:

From Area A to Area B	32 rooms
From Area A to Area C	34 rooms
Remaining on Area A	30 rooms
TOTAL	**96 rooms**

Other than hotel rooms, no transfer of existing development rights is proposed between Areas A, B, and/or C.

b. Requested TEDR

As part of implementation of Charter Section 1508 (Measure E), the City's General Plan Land Use Element included Implementation Measure 3.2.5 which states, " Explore a legally binding Transfer of Development Rights (TDR) system." As a result, in 1992, the City adopted SBMC Chapter 28.95 which created a process to allow transfers of floor area from non-residential properties to other sites within the City. SBMC §28.95.010 lists the purposes of the TEDR Ordinance, which include encouraging economic vitality, the efficient use of underused space, creative reuse of existing buildings, establishment of uses compatible with surrounding areas, and stimulating revitalization of existing commercial areas of the City. The Ordinance requires Planning Commission approval of a Development Plan for each sending and receiving site and subsequent recordation of an agreement transferring the development rights from the sending sites to the receiving site. SBMC §28.95.100(B.) states that recorded transfers of existing development rights shall remain with the receiving site and may be developed pursuant to a newly approved Development Plan.

A total of 66 of the existing 96 hotel rooms at the Californian Hotel on Area A are proposed to be transferred to Areas B and C for time-share units on these Areas as part of the TEDR agreement for the propose project.

Pursuant to SBMC §28.95.060, in order to approve a TEDR, the Planning Commission must find that:

1. The proposed development plans for both the sending site and receiving sites are consistent with the General Plan and Zoning Ordinance;

2. The proposed development will not be detrimental to the sites, neighborhood or surrounding areas;

3. The floor area of the proposed development on the receiving site does not exceed the sum of Existing Development rights transferred and the Existing Development Rights for the receiving site, and does not exceed the maximum development allowed by the Zoning Ordinance;

4. Each development on the sending and receiving sites will meet all the standards for development plans and TEDRs as set forth in the Zoning Ordinance and will comply with any specific conditions for transfer approval; and

5. Development remaining or to be built on a sending site is appropriate in size, scale, use and configuration for the neighborhood and is beneficial to the community.

SBMC §28.95.070 outlines conditions of approval that apply to TEDR projects. The conditions which apply to this specific project include that the existing development rights be clearly and accurately designated on all sending and receiving site development plans, and that prior to issuance of a building permit, a legal instrument transferring the development rights shall be reviewed and approved by the Community Development Director and recorded with the County Recorder.

It is staff's opinion that the TEDR findings can be made for the proposed sending and receiving sites comprising the Entrada project. As discussed in other sections of this staff report, the Entrada project is consistent with General Plan and Local Coastal Plan polices with respect to preservation of openness and views in the Waterfront area. In addition, the size, bulk, and scale of the proposed development on Areas B and C is consistent with the required development plan findings regarding compatibility of size, bulk, and scale with the surrounding neighborhood. Therefore, the transfer of hotel rooms from Area A would be consistent with the required TEDR findings.

c. Community Priority Square Footage

A maximum of 2,500 square feet on Area C is proposed for a VIC to be leased or purchased from the applicant to the Redevelopment Agency, who would sub-lease the facility to the Chamber of Commerce. This 2,500 sq. ft. facility is in addition to the 7,936 sq. ft. of commercial/retail use proposed on Area C of the Entrada project and would be located along State Street at the northerly portion of Area C adjacent to the railroad right-of-way.

The proposed VIC will replace the existing facility located in the historic sandstone building at 11 Garden Street (at the corner of Cabrillo Boulevard). The proposed location is more central to visitor activities and intended to draw visitors up State Street from the beach and down State Street from the Central Business District. The VIC was previously proposed directly across State Street from Area C at 125 State Street, in conjunction with a 22-space parking lot directly south of the Railroad Station.

The VIC facility would include public restrooms and provide operating space for visitor services, including a hotel reservation service.

Required parking for the VIC would be provided within the surface parking lot previously approved for 125 State Street as part of the Coastal Development permit for the Santa Barbara Railroad Station Improvement Project (for additional discussion, see Zoning and SBMC Consistency, Parking Requirements).

Section 28.87.300 of the Zoning Ordinance defines a *Community Priority* as:

> *A project which has been designated by the City Council as a community priority necessary to meet a present or projected need directly related to public health, safety or general welfare.*

The Community Priority designation was envisioned for use by only those projects that clearly provide a public benefit. An allocation of 300,000 square feet has been established in Charter Section 1508 for development under the Community Priority Category. Given the limited amount of floor area available for these projects, development proposed to be designated as a Community Priority should be reviewed carefully to determine whether it meets the criteria established above.

The preliminary finding for 3,240 square feet was made by the City Council on May 4, 1999 and a recommendation to Council on the final designation is required by the Planning Commission. As of mid-June 2001, 189,184 square feet have been allocated out of the Community Priority Category with 110,816 square feet available.

The proposed VIC would allow for the provision of an important visitor serving use at a location which connects the Downtown and Waterfront areas. The VIC would be located in close proximity to the Santa Barbara Railroad Station and would be easily accessible to pedestrians and bicyclists along State Street. In addition, the VIC would be on the State Street/Waterfront Shuttle route providing users public transportation access to and from other visitor destination locations. Finally, the VIC is expected to bring a financial return to the City as more information on more goods, services, and events will be available to more visitors.

Staff is of the opinion that the use meets the definition of a Community Priority in that it meets a need related to health, safety and general welfare.

B. Plans and Policy Consistency

1. California Coastal Act and Local Coastal Plan

The Entrada project is located within the Coastal Zone and therefore both the California Coastal Act (CCA) and the City's Local Coastal Plan (LCP) are applicable to the project. The CCA includes relevant goals and policies relating that address the following issue areas: land use; visitor serving and recreation uses; visual resources; transportation/circulation/parking (access); hazards (flooding and liquefaction), and, biological resources/water quality. The LCP states that major coastal issues to be addressed in this component of the Coastal Zone include protection of the Mission Creek environment, hazards from flooding and the potential for liquefaction, visitor-serving uses, visual quality, adequate circulation, public transit, and parking facilities in the Waterfront. Major constraints to development are identified in the LCP as circulation, public transit, and parking problems of the Waterfront area.

Land Use

The Coastal Act land use provisions for new development within the Coastal Zone which are applicable to the Entrada project provide that new development is to be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it, and that new development is to protect special communities and neighborhoods.

The City's LCP divides the City's coastal zone into nine geographical components. The project site is located in component four, which extends from Chapala Street to Santa Barbara Street. The LCP recognizes that portions of this component are inappropriately developed with non-visitor serving uses.

The Entrada project represents in-fill development in an existing developed urban area. The Entrada project will result in the redevelopment of the Lower State Street. As discussed above under Zoning and SBMC Consistency, Development Plan, the Entrada project will not have a significant adverse impact upon the neighborhood's aesthetics /character in that its size, bulk, and scale will be compatible with the existing neighborhood. The Entrada project includes proposed visitor-serving uses permitted in the HRC-II Zone District, consistent with the existing pattern of visitor-serving uses in the Lower State Street area. Therefore, in staff's opinion the Entrada project is consistent with the land use provisions of the CCA and LCP.

Visitor-Serving Uses

The Coastal Act and LCP provisions relative to visitor serving uses within the Coastal Zone which are applicable to the Entrada project include protecting, encouraging, and where feasible providing lower cost visitor and recreational facilities, with public recreational opportunities preferred over private, and that new hotel/motel development within the Coastal zone, where feasible, provide a range of rooms and room prices in order to serve all income ranges. Likewise, lower cost restaurants, or restaurants which provide a wide range of prices, are encouraged.

For consistency with the Coastal Act and LCP, which encourage the protection of such uses, the recommended Conditions of Approval include a condition requiring provisions for the continuation of the existing bike and kayak rental shops. These uses occupy a prominent location on Lower State Street and provide an important low-cost visitor serving use.

Relative to recreation uses, the Entrada project will provide on-site private recreational amenities including two swimming pools (one on Area A and one on Area C), a fitness center, and outdoor terraces. The Entrada project will also provide several amenities likely to be well utilized by the public enjoying the City's Waterfront, such as the public plazas, the paseo access through Areas B and C and the Visitor Information Center. The Entrada project is consistent with the recreation provisions in that it provides for on-site recreational amenities and improved bikeway access through wider bike lanes along State Street.

State law no longer requires the replacement of affordable hotel or residential uses as required by LCP

Policy 4.5:

> *Removal or conversion of existing lower cost visitor-serving uses in areas designated HRC-I, HRC-II and Hotel/Residential shall be prohibited unless the use will be replaced by a facility offering comparable visitor-serving opportunities.*

However, the California Coastal Commission Staff has indicated that the City should seek some mitigation from the applicant for the loss of lower cost visitor overnight accommodations that were previously available at the Californian Hotel. As a result, the applicant has submitted a mitigation analysis for the loss of lower cost visitor serving overnight accommodations, prepared by PKF Consulting dated June 7, 2001 (attached as Exhibit M). The PKF Consulting report determined that the total development costs (including land acquisition costs and turn-key construction costs) for the development of a 96-room economy transient lodging facility (economy being defined as having an average daily room rate of $63.00 in calendar year 2001) in Santa Barbara to be $6,682,000. The PKF Consulting report also provides an analysis of the amount of subsidy that would be required to make the development of a 96-room economy transient lodging facility in Santa Barbara economically feasible (providing an "equity yield" on the developer's investment of 15 percent). The total amount of subsidy required would be $982,000. A recommended condition of approval is included which requires that the applicant pay the $982,000 mitigation fee. With the payment of the mitigation fee, in staff's opinion the Entrada project is consistent with the intent of the Coastal Act and LCP provisions relative to lower cost visitor-serving facilities.

Visual Resources

The CCA Section 30252 and LCP Policy 9.1 both intend that scenic and visual qualities of coastal areas shall be considered and protected, preserved, and enhanced. The LCP identifies the following as local issues concerning visual resources for the Coastal Zone:

- Potential view blockage by new development
- Inappropriate and poorly maintained development, and
- Upgrade of unattractive areas.

The LCP further indicates that new development in the component of the Coastal Zone where the Entrada project is proposed must include "thoughtful consideration for the effects development will have on the scenic and visual qualities of this coastal area." The CCA and the LCP specifically require protection of "ocean" and "scenic coastal areas."

The Entrada project is not located in an area designated as a "highly scenic area" in the California Coastline Preservation and Recreation Plan or on any state or City plan. Areas which are designated as important visual resources in the City's Master Environmental Assessment include foothills and mountains visible from the Entrada project area.

The definitive cataloging of visual resources is represented by the map title "Local Coastal Plan – Visual Resources" which accompanies the LCP. The map identifies view potential from various points along the main transportation corridors within the coastal zone and assigns a rating to views as being desirable, undesirable, or neutral. A copy of the LCP – Visual Resources Map is included as Appendix C to the proposed Final EIR.

The LCP also includes a discussion on positive and negative view elements. Positive view elements are listed as the Santa Ynez Mountains, foothills, ocean, lagoon, and plant materials, significant buildings, harbors, and boulevards. Negative view elements include utility lines, poorly maintained buildings, littered creeks, and utility poles.

Relative to the Entrada project, the LCP – Visual Resources Map did not include any viewpoints along State Street. Viewpoints and cones of view are included for points along Cabrillo Boulevard and US 101. The proposed Final EIR includes an analysis of the Entrada project's potential effects to public view from points on Cabrillo Boulevard and US 101.

The Entrada project is located approximately 250 feet inland from the north side of Cabrillo Boulevard, along State Street. The Lower State Street area is characterized by an incohesive mix of building styles, ground level parking lots, and older industrial buildings and former automobile sales and service facilities. Much of the existing development on Areas B and C is remaining from the days when this area of Lower State Street housed car dealerships. Other than sidewalks and street, no public areas exist within the Entrada project site at this time. Utility lines are visible throughout the area and provide visual distraction, and a few taller buildings obstruct views of the Santa Ynez Mountains and foothills.

The Entrada project will be scarcely visible to the average person from the shoreline, as well as from the Wharf, Chase Palm Park, East Beach, the City Harbor, and other clearly "scenic coastal areas." In addition, the Entrada project will not affect the "contrast between the sweep of the coastline and the sweep of the mountains," as the Entrada project is located well inland of the shoreline where these two features merge.

As identified in the Entrada project proposed Final EIR, the Entrada project may result in the some loss of views of the Santa Ynez Mountains and foothills from a few viewpoints along State Street. However, the Entrada project also includes view corridors through the Areas B and C to the Santa Ynez Mountains and foothills under circumstances where the new architecture may actually enhance and frame existing views. These design features were added to the project based on direction from the Planning Commission and HLC during joint public work sessions in April and May of 1999, in order to preserve mountain views, maintain visual openness, promote architecture which enhances public views and aesthetics, and in order to reduce the overall size, bulk, and scale of the project. In addition, the Entrada project will result in all overhead utility lines being undergrounded as well as the elimination of other certain visually blighted features, such as vehicle sales parking, excess signage, and older industrial buildings.

Further, the Redesigned Entrada Project results in greater retention of the existing views of the Santa Ynez Mountains and foothills when compared to the approved Entrada design analyzed in the proposed Final EIR. In addition to the project plans submitted, new photosimulations have been prepared at the City's request by the EIR subconsultant for Views 6, 7, and 8 using the Redesigned Entrada Project (distributed under separate cover).

View 6 is categorized as an important public scenic view, and the Entrada project impact was determined to be adverse, but less than significant, from this viewpoint. The new photosimulation of View 6, especially in the context of the Panoramic View of View 6a, demonstrates that all of the third-story building elements in Area B have been removed or relocated from the State Street frontage to the interior of the Area. This has resulted in almost a continuous view of the Santa Ynez Mountains ridgeline from this viewpoint.

View 7 is categorized as a moderately important public scenic view, and the Entrada project was determined to have a more than negligible, but less than significant effect on this view. The new photosimulation demonstrates that the view corridor through Area B to the Santa Ynez Mountains has been increased.

The Entrada project was determined to be prominent in View 8, but that View 8 is not an important public scenic view, therefore, view impacts are not significant. The new photosimulation for the Redesigned Entrada Project demonstrates that, the third-story building elements along the State Street frontage in Area C have been removed, as have some of the third-story elements on the Mason Street side of the view corridor through Area C. These project design changes have increased the view corridor through Area C to the Santa Ynez Mountains.

The Entrada project will include open plaza areas and publicly accessible paseos designed to preserve visual openness in the Waterfront area. The Entrada project will clearly upgrade an existing currently unattractive and uninviting area, particularly with respect to evening and nighttime uses. In addition, the Entrada project design will not adversely affect important public scenic views from scenic coastal areas. Therefore, the Entrada project appears to be fully consistent with CCA and the City's adopted and certified LCP visual resource provisions.

Transportation/Circulation/Parking

The CCA and LCP both contain transportation, circulation, and parking provisions which are applicable to the Entrada project. The intent of these provisions is that new development is to enhance access to the coast by facilitating provisions for transit service, providing non-automobile circulation within projects, and providing adequate parking. The provisions also seek to minimize traffic demand by encouraging alternative transportation.

As discussed above under Zoning and SBMC Consistency, Development Plan, the Redesigned Entrada Project will result in reduction of 1,745 weekday average daily trips (ADTs) and a reduction of 149 p.m. weekday peak hour trips (PHTs) as compared with existing conditions. In addition, the

Redesigned Entrada Project will result in a reduction of 1,409 weekend ADTs and 146 p.m. weekend PHTs as compared with existing conditions.

As discussed above under Zoning and SBMC Consistency, Parking Requirements, the Redesigned Entrada Project will result in a conservative estimate of approximately 30 surplus parking spaces which would be available to the public on the same basis as other City parking facilities.

Finally, as discussed below under Plans and Policies Consistency, Circulation Element, the Entrada project includes a number of features designed to improve circulation within the project area, including the widening of the existing bike lanes on State Street, improvement of the State Street sidewalks consistent with the State Street Plaza north of US 101, provisions for public plazas and paseos, and service to the site by the State Street/Waterfront Shuttle. No residential use is proposed in the project, however, the proposed mix of time-share units and commercial uses provide for a conjunctive use that discourages additional vehicle trips by providing commercial uses within walking distance of the time-share units. The recommended Conditions of Approval also require implementation of the following Transportation Demand Management Programs:

- Employers within the project to purchase MTD bus passes for their employees.
- Preparation and implementation of a Visitor Information Program which provides, among other items, information on alternative transportation modes and schedules.
- Shuttle service to the Santa Barbara Airport and Railroad Station.

Overall, the reduction in trip generation, the proposed surplus of parking, the proposed circulation facilities, and the recommended conditions of approval requiring implementation of Transportation Demand Management Programs, it is staff's opinion the Entrada project meets the intent of the CCA and LCP provisions pertaining to transportation, circulation, and parking.

Hazards (flooding, liquefaction)

The CCA includes provisions intended to minimize risks to life and property in areas of high geologic and flood hazard.

According to the approved Entrada project MND (base on the Second Revision to the Initial Study), the Entrada project is located in a high liquefaction potential area. However, the Entrada project would incorporate all Building Code requirements and all recommendations of the Preliminary Soils Report prepared for the project; therefore, no significant impacts related to liquefaction hazards would occur.

The Entrada project site is located in the vicinity of the Mission Creek floodway and is located in the Flood Plain Zone. However, according to the Water Environment Section of the approved MND (based on the Second Revision to the Initial Study), the Entrada project is not expected to expose people or property to significant flooding hazards because the project incorporates appropriate flood control measures. The project site is currently developed with primarily impervious surfaces with

minimal landscape area. The Entrada project includes more landscaped area than the current uses, allowing for more absorption of storm water run-off.

Therefore, it is staff's opinion that the Entrada project is consistent with the CCA provisions relating to protection from hazards such as flooding and liquefaction.

Water and Marine Environments

The CCA and the LCP contain provisions intended to protect the biological productivity and quality of coastal water and marine environments through means such as minimizing waste water discharge, controlling run-off, and protecting riparian habitats and other sensitive habitats through setbacks.
According to the City's Master Environmental Assessment, the Entrada project is located in an Urban environment. However, Mission Creek is located adjacent to Area A. This portion of Mission Creek is channelized and usually dry from early summer to the beginning of the wet season, although surface water and the estuary water environment are present at this location during most of the year. The natural resources of the creek in this area have been highly modified. Only remnants of native vegetation exist in the creek and estuary, and the area adjacent to the creek consists of buildings, ornamental landscapes, parking lots and roads. Although the condition of this portion of Mission Creek is not pristine, biological surveys of this area have revealed different aquatic, reptile and bird species exist in the creek environment. The diversity of fish, birds and other species of wildlife vary according to the different types and conditions of habitats available. The inter-tidal estuary at the mouth of the creek adjacent to this site supports a variety of saltwater tolerant aquatic animals. The site has been identified with interpretive displays depicting the wide variety of species that are known to exist in the estuary.

Currently, storm water run-off from the Entrada project site and surrounding area is directed to storm water catch basins that empty directly into Mission Creek. The Conditions of Approval for the Entrada project require upgrades to the storm water system including the installation of industrial interceptors, as necessary, in order to prevent liquid wastes resulting from parking and cleaning areas from contaminating the storm water system. This pre-treatment would be a benefit to the Mission Creek water environment, including sensitive species and habitats.

As described above under VII, Environmental Review, in September 2000, the US Army Corps of Engineers released the Feasibility Report, together released the proposed Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Lower Mission Creek Flood Control Project. The recommended plan according to the Feasibility Report is Alternative 12. Exhibit H shows Area A of the Entrada project as previously approved by the City Council (August 1999) with the existing alignment and the proposed Alternative 12 alignment of Lower Mission Creek superimposed. As indicated on Exhibit H if the Alternative 12 alignment of Lower Mission Creek is ultimately approved the proposed buildings on Area A (as previously approved) would be at the top-of-bank of Lower Mission Creek. However, as also indicated on Exhibit H, Alternative 12 includes the demolition of buildings adjacent to the portion of the building on Area A closest to Mission Creek. In addition, a habitat restoration area is proposed between the west elevation of the building on Area A

and the proposed top-of-bank of the Lower Mission Creek. According to the proposed Final EIS/EIR for the Lower Mission Creek Flood Control Project, these components of Alternative 12 were found to offset any impact resulting from the building on Area A encroaching within the required 25 foot setback from the top-of-bank of Lower Mission Creek.

The Redesigned Entrada Project indicates that new buildings on Area A will be setback at least 25 feet from the top-of-bank of the proposed Alternative 12 alignment of Lower Mission Creek (Exhibit H). In addition, the Entrada project proposes to restore the top-of-bank setback area on Area A with riparian habitat restoration vegetation and includes a pathway for access to this area. The pathway is not identified as being public or private nor does it connect with any other existing or planned creekside paths.

The improvements to the storm water system and the restorative measures proposed for the Mission Creek setback area on Area A are consistent with CCA and LCP provisions which seek to protect, restore, and improve marine and water environments.

2. General Plan

a. Land Use Plan

In many ways, the following excerpt from the Land Use Element of the City's General Plan (page 29) encapsulates the importance of the review and decisions related to the Entrada project:

> *"The bulwark of Santa Barbara's economy is its tourist industry and its attractiveness as an area for retirement. The cause and sustenance of these economic forces is, in large part, concentrated in and typified by the waterfront area and the civic, historical, cultural, and business center of the community. This is the heart of the community -- the image envisioned when one thinks of Santa Barbara. It was the site of the Canalino Indian Village and the Presidio. The Old Mission was founded on a gentle hill overlooking these rough beginnings. In modern days it is the focal point of most of the City's activities -- the area in which most of the efforts to retain the meaning of Santa Barbara have been concentrated.*
>
> *It follows, then, that this area is the heart of the Plan. Here will be found the more dynamic proposals -- the major re-evaluations -- the most significant challenges for the future."*

This language was part of the General Plan when first adopted in 1964 and it has not changed since then. It and other sections of the General Plan have been the core guiding lights for planning and development in the Waterfront and Downtown over the years including the adoption of policies and development standards within the City's Local Coastal Plan in the mid-1980s. In addition, the work of community members involved in the Downtown/Waterfront Santa Barbara: *A Tradition in Progress* visioning project found strong consensus that these areas continue to be the heart of the City and new development should be very carefully planned.

The City's 1964 General Plan Land Use Element (LUE) text provides general land use policy guidance for new development within the City. The LUE indicates that the project site is located in the Lower State Street neighborhood, the area bounded by Cabrillo Boulevard, Chapala Street, Ortega Street and Santa Barbara Street. This area is described in the General Plan as follows:

> *"Lower State Street is an area of mixed commercial and industrial uses, with a small population scattered in retirement homes and semi-residential hotels. The future of the Lower State Street area is anticipated by the General Plan to be devoted to Hotel and Related Commercial Uses. Such future development would provide a business and tourist link between the central business district and the oceanfront. Whatever occurs in this vicinity will depend on land use policies that will result from redevelopment planning now under way."*

The General Plan Land Use map designates the project site are Hotel and Related Commerce, which is described in the LUE text as follows:

> *"Another Land Use classification oriented toward the visitor is that of Hotel, Motel, and Related Commerce. One basic area is shown on the General Plan with this designation. The area runs from Castillo Street near the harbor to approximately Santa Barbara Street along Cabrillo Boulevard and up each side of State Street to the Transportation Center.*
>
> *Commercial uses that can be considered to be related to hotels and motels, and therefore appropriate for this area, include restaurants, commercial recreation facilities such as bowling alleys, miniature golf courses and the like, and automobile service stations. Specialty and gift shops might also be appropriate in such an area."*

It is important to acknowledge that this LUE text was written in 1964. However, the general direction of the LUE, however, remains unchanged, with the general direction for the project area being restaurants and small shops in a pedestrian friendly setting.

The major intent of the relevant LUE goals, polices and implementation measures applicable to the Entrada project include maintaining, protecting, and enhancing the City's important retail and visitor-serving uses in the Waterfront area, as well as expanding upon the Downtown and Old Town Revitalization efforts through redevelopment of waterfront properties and major street improvements to the Waterfront area. The Entrada project site occupies a critical location between the Downtown and Waterfront area, and provides the opportunity for a strongly needed link between these two vital components of the community. In staff's opinion there are three basic components necessary for a successful linkage:

- Complimentary land uses;
- Improved pedestrian and transit access between the two areas; and
- The size, bulk and scale of the buildings in relation to their respective neighborhoods.

Consequently, it is staff's opinion that the Entrada project is consistent with the General Plan LUE provisions.

b. Conservation Element

Public Views

The Conservation Element includes the following policy relative to public views:

Policy 3.0: *New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.*

The Entrada project is located inland of the shoreline, along State Street approximately 250 feet from the north side of Cabrillo Boulevard. The Entrada project is, therefore, located within the area that the Conservation Element refers to as, "lower elevations of the City." According to Policy 3.0, view corridors to mountains are to be protected from the lower elevations of the City. A corridor is defined as a narrow passageway or restricted path. Policy 3.0 does not refer to any specific visual resources which are to be protected other than the general statement "mountains" and "upper foothills," and no reference is made to specific scenic corridors from the Entrada project site.

From the beach and most of Cabrillo Boulevard viewpoint locations, the Entrada project does not block views or view corridors of the foothills and Santa Ynez Mountains. However, as a viewer begins to proceed north along State Street closer to the Entrada project site, views and view corridors to the foothills and Santa Ynez Mountains become progressively more limited. However, the Entrada project includes view corridors through the Areas B and C to the Santa Ynez Mountains and foothills. These design features were added to the project based on direction from the Planning Commission and Historic Landmarks Commission during joint work sessions in April and May of 1999, in order to preserve mountain views, maintain visual openness, and reduce the overall size, bulk, and scale of the project. Further, the Redesigned Entrada Project results in greater retention of the existing views of the Santa Ynez Mountains and foothills when compared to the approved Entrada design analyzed in the proposed FEIR. In addition to the project plans submitted, new photosimulations have been prepared for Views 6, 7, and 8 (distributed under separate cover).

View 6 (from the west side of State Street at the Mission Creek bridge looking toward Area B to the north) is categorized as an important public scenic view, and the Entrada project impact was determined to be adverse, but less than significant, from this viewpoint. The new photosimulation of View 6 demonstrates that all of the third-story building elements in Area B have been removed or

relocated from the State Street frontage to the interior of the Area. This has resulted in retaining an almost continuous view of the Santa Ynez Mountains ridgeline from this viewpoint. Further, as was the case in the environmental question, when placed in the "Panoramic Contextual View" of View 6a, the new View 6 photosimulation amply demonstrates the overall context of the reduced impact.

View 7 (from the west side of State Street south of Mason Street looking through the paseo on Area B) is categorized as a moderately important public scenic view, and the Entrada project was determined to have a more than negligible, but less than significant effect on this view. The new photosimulation demonstrates that the view corridor through Area B to the Santa Ynez Mountains has been increased.

The Entrada project was identified to be prominent in View 8 (from the entrance to the Californian Hotel looking northwest through Area C), but View 8 is not an important public scenic view, therefore view impacts are not significant. The new photosimulation demonstrates that, the third-story building elements along the State Street frontage in Area C have been removed, as have some of the third-story elements on the Mason Street side of the view corridor through Area C. These project design changes have increased the view corridor through Area C to the Santa Ynez Mountains.

Based on the Redesigned Entrada project and the new photosimulations, it is staff's opinion that the Entrada project is fully consistent with Conservation Policy 3.0.

Other Conservation Element provisions relating to visual resources intend to protect the scenic value of creeks, riparian habitats, and trees. Area A of the Entrada project is located adjacent to Mission Creek. The Redesigned Entrada Project indicates that new buildings on Area A will be setback at least 25 feet from the top-of-bank of the proposed Alternative 12 alignment of Lower Mission Creek. In addition, the Entrada project proposes to restore the top-of-bank setback area on Area A with riparian habitat restoration vegetation and includes a pedestrian pathway for public access to this area. The pathway is not identified as being public or private nor does it connect with any other existing or planned creekside paths.

The Redesigned Entrada Project includes new trees throughout the project area.

It is staff's opinion that the Entrada project complies with the intent of the Conservation Element provisions relating to protection of the scenic value of creeks, riparian habitats, and trees.

Sensitive Species and Habitats

The goal of the Conservation Element relative to water and marine environment is to enhance and preserve the City's critical ecological resources. Policies related to this goal include encouraging development in the central city to preserve existing resources, preserving habitats of rare and endangered species, and maintaining/enhancing marine resources.

The Entrada project represents infill development which will preserve existing resources outside of the central city area. Existing habitats and resources which are in the immediate project area include

Mission Creek. The protection and enhancement of Mission Creek is discussed above under CCA and LCP.

It is staff's opinion that the Entrada project meets the intent of the Conservation Element relative to water and marine environments.

Air Quality

The goal of the Conservation Element relative to air quality is to maintain ambient air quality standards at or above Federal and State levels and reducing automobile dependence. According to the approved Entrada project MND (base on the Second Revision to the Initial Study), with implementation of standard dust control mitigation measures and preparation of an Odor and Smoke Abatement Plan prior to issuance of a building permit for operation of any restaurant, the Entrada project would not result in significant air quality impacts. The proposed Conditions of Approval contains measures to encourage transit use and carpooling by project employees by requiring employers to purchase MTD bus passes for employees and to inform employees about the Traffic Solution Rideshare Program. With the implementation of these measures, staff believes the Entrada project will be consistent with the air quality policies contained in the Conservation Element. The Entrada project is also consistent with air quality provisions of the state Coastal Act and the APCD Clean Air Plan.

Cultural Resources

The Conservation Element goals and policies relating to archaeological resources and historic structures are intended to avoid damage to these resources.

According to the Cultural Resources Section of the approved Entrada project MND (based on the Second Revision to the Initial Study), impacts to historic structures on the project site would be less than significant because historically important buildings identified by the Historic Landmarks Commission have been incorporated into the project design. The buildings include the Californian Hotel building (Landmark potential), the "Hot Spots" café building (formerly the "Hitchcock Motors" building) (City Structure of Merit potential), and the "Paddle Sports" building (formerly the "Santa Barbara Motors" building) (a City Structure of Merit potential).

The City's Master Environmental Assessment (MEA) indicates that the proposed project site is located in an area of prehistoric and Native American resources, 1870's settlement and outliers, and 20th century settlement and outliers. A Phase 1 Archaeological Resources Report was prepared for the proposed project by Heather Macfarlane (dated June 10, 1997), and concluded that the proposed project site appears to be in close proximity to two documented Chumash Villages; however, no significant prehistoric or historic remains were identified within the survey area for the proposed project. Given the proximity of the site to these villages, the Phase 1 Archaeological Resources Report outlined mitigation measures requiring archeological monitoring during project grading and construction operations. These mitigation measures have been incorporated into the recommended Conditions of Approval for the project.

With implementation of the mitigation measures outlined above, it is staff's opinion that the Entrada project is consistent with Conservation Element relative to the protection of historic and archaeological resources.

Drainage and Flooding

The intent of the Conservation Element goals and policies relative to drainage and flooding are to protect public health, safety, and welfare through implementation of floodplain management programs.

The project site is located in the vicinity of the Mission Creek floodway and is located in the Flood Plain Zone. However, according to the Water Environment Section of the approved MND (based on the Second Revision to the Initial Study), the Entrada project is not expected to expose people or property to significant flooding hazards because the project incorporates appropriate flood control measures. The project site is currently developed with primarily impervious surfaces with minimal landscape area. The Entrada project includes more landscaped area than the current uses, allowing for more absorption of storm water run-off. Staff, therefore, is of the opinion that the Entrada project is consistent with Conservation Element relative to drainage and flooding.

c. Circulation Element

The purpose of the City's Circulation Element is two-fold. First, the Circulation Element addresses the requirements of State Law, which are to evaluate the transportation needs of the community and to present a comprehensive plan to meet those needs. Second, it contains measures for the implementation of the Comprehensive Goal and Vision Statement, as follows:

> *"While sustaining or increasing economic vitality and quality of life, Santa Barbara should be a city in which alternative forms of transportation and mobility are so available and so attractive that use of an automobile is a choice, not a necessity. To meet this challenge, the City is rethinking its transportation goals and land use policies, and focusing its resources on developing balanced mobility solutions. The language presented here, when taken together, will move the City in the direction of achieving the Vision."*

In general, the intent of the goals, policies, and implementation strategies of the Circulation Element that are applicable to the Entrada project are to:

- Achieve equality of convenience and choice among all modes of transportation by promoting the development, improvement, expansion and increased use of alternative modes of transportation (i.e. bicycling, walking, transit, vanpools, rail, shuttles, etc.) to reduce dependency on the automobile
- Locate and design development to promote alternative modes of transportation, including:
  - Concentrate development along transit corridors

  - Develop a comprehensive system of bicycle, transit, and pedestrian routes which are all integrated with one another
  - Create pedestrian friendly developments
- Expand Transportation Demand Management Programs
- Optimize parking opportunities Citywide

Two implementation strategies of particular importance to the Entrada project are:

Implementation Strategy 9.1.3	Develop a paseo plan for the interior portions of the HRC-II zone, especially along Helena and Anacapa Streets between Cabrillo Boulevard, and Yanonali and State Streets to improve pedestrian circulation in the Waterfront area and attract visitors to the interior areas. Utilize dedication and development of paseos with landscaping and pedestrian amenities.
Implementation Strategy 9.2.4	Preserve existing on street parking where safe, appropriate and feasible.

The Entrada project contains a number of features designed to meet the general intent of the goals and policies of the Circulation Element as summarized above. The Entrada project is a private redevelopment project located within the Waterfront area of the City. The project location is along State Street, a transportation corridor which is served by the State Street/Waterfront Shuttle and is in close proximity to the Santa Barbara Railroad Station. No residential use is proposed in the project, however, the proposed mix of time-share units and commercial uses provide for a conjunctive use that discourages additional vehicle trips by providing commercial uses within walking distance of the time-share units. These features are consistent with goals and polices of the Circulation Element which encourage the improvement of access for all modes of transportation.

As explained in the project description, the Entrada project includes extensive streetscape improvements at the intersection of State Street and Mason Street, including along the first blocks of east and west Mason Street. The Entrada project is proposing a reconfiguration of existing on-street public parking on Mason Street and Helena Avenue, a widening of the State Street sidewalks so that they are at least 15 feet wide from curb to building line, widening of the existing bike lanes on State Street, a designated Class 2 Bike Path on the Existing Bikeway System Map, from three to five feet, a reduction in the number of vehicle traffic lanes on State Street, and a redesign of the look of the State Street/Mason Street intersection. This reconfiguration of State Street (including the use of new sidewalk paving materials) would be consistent with the City's existing State Street pedestrian "Plaza" as it presently exists in the City's Central Business District along State Street from Gutierrez Street to Victoria Street. All of these streetscape changes would involve design and landscape improvements such as paving the sidewalk with brick pavers, new landscaping, new street trees, new street furniture, and improvements for better disabled accessibility. Similar streetscape improvements are also

proposed for Mason Street and Helena Avenue.

A schematic of the streetscape and intersection improvements for State Street and Mason Street is shown in Exhibit D.

The City Redevelopment Agency requested that the applicant extend the State Street Plaza design to a lower portion of State Street for numerous reasons, including:

- The City's long held vision for connecting the Waterfront and Downtown;
- Numerous circulation improvements and modifications around the Waterfront over the past 30 years; and
- The opportunity to have the developer of the Entrada de Santa Barbara project pay for the physical improvements to the public right of way.

When development projects come before the City for review, it provides an opportunity to make physical improvements to the public right of way, with the developer paying for the costs of such improvements. The City's long held vision has been to extend the State Street Plaza design to a portion of lower State Street between the railroad tracks and the Mission Creek Bridge to better connect the Downtown and Waterfront, so the Entrada project offered an opportunity to implement this vision concurrently with the development proposal. The developer of Entrada has agreed to pay for the costs of the public right of way improvements. However, if the Entrada project does not move forward, the City Redevelopment Agency could also consider this as a project for funding and implementation.

The proposed street improvements associated with the Entrada project will serve to further the goals of the Circulation Element relative to equality of use by improving pedestrian, bicycling, and transit facilities. In addition, on June 12, 2001, the City Council confirmed its commitment to improving the portion of State Street between the UPRR tracks and the Mission Creek bridge consistent with the State Street Plaza design. A Council Agenda Report and A Summary of Santa Barbara Waterfront Street Issues packet were prepared for the June 12th City Council hearing and include additional information on the proposed State Street improvements (previously distributed to Planning Commission and incorporated herewith by reference).

Relative to Transportation Demand Management Programs, staff is recommending conditions of approval which would require:

- employers within the project to purchase MTD bus passes for their employees
- preparation and implementation of a Visitor Information Program which provides, among other items, information on alternative transportation modes and schedules
- shuttle service to the Santa Barbara Airport and Railroad Station

The Entrada project proposes public paseos on both Areas B and C which connect State Street with Helena Avenue and also provide connections to Mason Street. In addition, three public plaza areas are provided along the State Street frontage of the Entrada project in Areas B and C. Together the public paseos and plazas provide open spaces on the project site and improve circulation and openness within the site, consistent with Circulation Element polices encouraging on-site pedestrian access.

A discussion of the parking improvements proposed by the Entrada project is provided above under Zoning and Santa Barbara Municipal Code Consistency, Parking Requirements. It is staff's opinion that the parking improvements are consistent with the Circulation Element relative to optimizing parking opportunities in the Waterfront area (increasing supply, centralized location) and preserving and improving existing on-street parking where feasible.

Finally, bicycle parking facilities are proposed at several locations throughout the project site consistent with the Circulation Element provision regarding improved bicycling facilities.

Public Services

The goal of the Circulation Element relative to public services is that existing and future projected needs are met relative to storm drainage, water supply and distribution, and wastewater collection.

According to the Initial Study, no significant impacts from storm drainage would result. Further, the Second Revision to the Initial Study concluded that sufficient water supply and wastewater capacity are available to serve the project. Staff therefore believes that the Entrada project is consistent with the public service goals and policies of the Circulation Element.

d. Noise Element

The intent of the Noise Element goals, policies, and implementation strategies applicable to the Entrada project are to protect the public from noise levels which may be hazardous to hearing by reducing existing and incompatible noise levels. The Noise Element states that the maximum acceptable exterior Day-Night Noise Level (L_{dn}) for transient lodging uses is 70 dB(A) and 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 50 dB(A) L_{dn}. Potential noise sources in the project area include UPRR noise and vehicle noise from State Street.

The approved Entrada project MND (base on the Second Revision to the Initial Study), identified that the Entrada project could exceed Noise Element standards at the outdoor recreation area and terraces located on Site C. This area could be subject to noise levels of up to 75 dB(A) L_{dn}, exceeding the maximum acceptable exterior noise level for transient lodging uses of 70 dB(A) L_{dn}. An 18-inch high area glass or clear material with a decorative frame is proposed along the top of a 3 ½ foot wall proposed around the perimeter of the recreation area, to attenuate noise levels to 70 dB(A) L_{dn}. The total wall height would therefore be five feet, and would not be visible from the surrounding streets. The Second Revision to the Initial Study identified verification of noise attenuation for the recreation

area as a required mitigation measure.

As stated above, the requirement of both the City and the state are that interior noise levels not exceed 45 dB(A), and that typically, buildings provide 15 dB(A) of noise attenuation with windows open. As identified in the approved Entrada project MND (base on the Second Revision to the Initial Study), some of the time-share units would be exposed to noise levels of greater than 60 dB(A), and would therefore create interior noise exposures greater than 45 dB(A) when the windows of these units are open. To mitigate this potentially significant impact, the Second Revision to the Initial Study included a mitigation measure requiring an interior noise analysis to determine the necessity of air conditioning to provide additional circulation if windows need to be closed to attenuate noise.

Finally, the approved Entrada project MND (based on the Second Revision to the Initial Study), identified that parking lot sweeping could be an adverse impact and therefore included a recommended mitigation measure to limit parking lot sweeping activities between the hours of 10:00 p.m. and 7:00 a.m.

These mitigation measures have been incorporated into the recommended Conditions of Approval for the project. With implementation of these mitigation measures, staff believes the Entrada project would be consistent with the goals, policies and implementation strategies of the City's Noise Element.

3. Design Review Plans

The design review plans applicable to the Entrada project include the Waterfront Area Aesthetic Criteria for New Development Assessment (WAAC), the Waterfront Area Design Guidelines (WADG), the Urban Design Guidelines, as well as the El Pueblo Viejo District Guidelines.

The WACC were developed to assist in assessing the impacts of new development. The WAAC include criteria for evaluating the appropriate intensity of development for the Waterfront Area. Projects are evaluated based on their effect on openness, lack of congestion, naturalness, and rhythm.

Waterfront Area Design Guidelines (WADG) were developed and are utilized in review of projects by both the Architectural Board of Review and the Historic Landmarks Commission. The WADG include both area wide guidelines and guidelines for specific zone districts. The area-wide guidelines contain provisions for landscaping, views/viewsheds, El Pueblo Viejo – Landmarks District, parking lots, paseos, buffers, equipment, trash areas, lighting, and signage. The area specific guidelines for the HRC I and II Zone Districts state that architecture should emphasize the Monterey Style and that landscaping should emphasize Mediterranean plants.

The Urban Design Guidelines serve several important purposes, including application of traditional design principles, protection and enhancement of the existing human scale character of Santa Barbara, encouraging a sensitive relationship between historic older structures and new buildings, and support for the development of a balanced transportation network that provides a variety of travel options.

The Entrada project includes an improved streetscape along State Street, Mason Street and Helena Avenue with wider sidewalks, widened bicycle lanes, transit stops, improved pedestrian amenities, and extensive landscaping. Public paseos are proposed through Areas B and C connecting State Street to Helena Avenue and Mason Street. Three public plazas are also proposed along the State Street frontage. View corridors through Areas B and C have been retained and views of the Santa Ynez Mountains are framed by buildings on each side of the paseos located on the Areas.

The proposed buildings include a variety of setbacks, heights, and styles, including Monterey Style architecture. Pedestrian-oriented building facades are included along State Street. The three identified important historic buildings have been incorporated into the project design.

The proposed parking structure has been placed behind the main structures and screened from view, and service areas are housed in structures or located in the subterranean parking facilities.

In comparison to the approved Entrada design (July 1999), the Redesigned Entrada Project included the following design changes:

- Reduction in the number of time-share units from 81 (162 with lock-outs) to 56 (112 with lock-outs)
- Changes to Area A, including a minimum new building setback of 25 feet from top-of-bank of the currently proposed re-alignment for Mission Creek, the addition of a restoration area between building and top-of-bank, and one less on-street parking space on Mason Street.
- Changes to Area B including reductions in the size, bulk, and scale of the project along the State Street elevation and the Waterfront elevation and an increase in the width of the paseo to Helena Avenue.
- Changes to Area C including the removal of the third story buildings along the State Street elevation and increase in the width of the view corridor through the area.

Staff has completed the Waterfront Areas New Development Evaluation Matrix for the Redesigned Entrada Project (Exhibit N). Accordingly, the Redesigned Entrada Project creates a positive effect or neither a positive or negative effect relative to each of the dimensions evaluated (openness, lack of congestion, naturalness, and rhythm).

The Redesigned Entrada design was conceptually reviewed at a Planning Commission and Historic Landmarks Commission Joint Workshop held May 8, 2001 (meeting minutes are attached as Exhibit E. The general consensus of the comments of the Joint Commission was that the redesigned project greatly improved the overall mass of the project and that the simplified architecture was more representative of Santa Barbara's style and small town ambiance.

4. Downtown/Waterfront Santa Barbara, *A Tradition in Progress,* Final Report and Recommendations (the "Visioning Report")

Downtown/Waterfront Santa Barbara, *A Tradition in Progress,* Final Report and Recommendations (accepted by the City Council on February 10, 1998) is the end product of a several-month process, involving more than one hundred community members that met to discuss issues considered vital to the economic, social, and environmental well being of the City over the next 20 years. The Visioning Report consists of Themes, Action Steps, and Implementation Options. In accepting the Visioning Report, the City Council directed that the Visioning Report be considered during the review and consideration of future projects.

It is Staff's opinion that the proposed project is consistent with the Vision Report themes, in particular those related to the Downtown/Waterfront linkage, pedestrian friendliness, visitor friendliness, and high standard of design and architecture. During review of the approved Entrada project (July 1999), a number of concerns were raised by members of the community, particularly those involved in the Visioning Process, that the Entrada project was inconsistent with a number of Vision themes related to mountain views, the maintenance of a small town ambience, and the provision of open space.

Relative to views, Theme IA states:

> *Maintain the beautiful vistas and sweeping views of the ocean and mountains.*

The Redesigned Entrada Project and its consistency with the CCA, LCP, and General Plan Conservation Element provisions relative to view protection is discussed above in these respective sections of this staff report. In summary, the Entrada project is scarcely visible from the shoreline, as well as the Wharf, Chase Palm Park, East Beach, harbor, and other "scenic coastal areas." In addition, the Entrada project will not affect the "contrast between the sweep of the coastline and the sweep of the mountains," as the Entrada project is located inland of the shoreline where these two features merge. Further, the Redesigned Entrada Project results in greater retention of the existing views of the Santa Ynez Mountains and foothills when compared to the approved Entrada design (July 1999) and analyzed in the proposed FEIR. In addition to the project plans submitted, new photosimulations has been prepared for View 6, 7, and 8 (distributed under separate cover). It is staff's opinion that the Entrada project is consistent with Theme IA of the Vision Report.

As discussed above, under Plans and Policies Consistency, Design Review Plans, the Redesigned Entrada Project has increased the openness of the project site and provided a more simplified architectural design consistent with the Waterfront Area Aesthetic Criteria and Waterfront Area Design Guidelines. Based on the May 8, 2001, Planning Commission and Historic Landmarks Commission Joint Workshop comments, the Entrada project appears to provide adequate openness and is compatible with the Santa Barbara's small town ambiance.

5. Amended Central City Redevelopment Plan

The Entrada project is located within the Amended Redevelopment Plan for the Central City Redevelopment Project (CCRP). The Amended Redevelopment Plan was adopted by the City Redevelopment Agency in January 1999, and provides land use designations and general land use standards for projects in the CCRP area.

The land use designators and their accompanying standards, controls and regulations are also intended to provide developers and redevelopers with a wide range of opportunity for variety, flexibility and creativity within the historical traditions and scale of the City of Santa Barbara.

The plan is further intended to coordinate the transportation and circulation needs of the Project Area with those of the City and the region to ensure continuity, safety, and availability of service for all modes of transportation which serve this area. Such coordination is specifically intended to provide for efficient service, but in the process, not allow the automobile and other internal combustion-driven vehicles to dominate the area.

The project site is located in Land Use Designator 2: Tourist, Related Commercial. This area is currently developed primarily as commercial uses oriented to tourists. The Land Use Designations Section of the CCRP also states that all land uses permitted by the City of Santa Barbara in the Project Area are permitted by the Plan unless expressly prohibited by the Plan.

It is staff's opinion that the Entrada project would be consistent with the uses identified for the project site in the CCRP.

IX. RECOMMENDATION/FINDINGS

Staff recommends that the Planning Commission adopt the attached Resolution of the Planning Commission of the City of Santa Barbara to Certify and Approve the Final Environmental Impact Report for the Entrada de Santa Barbara Project with the appropriate environmental findings and determinations of the Commission, and Approving the listed Coastal Development Permits, the Development Plans, the Tentative Subdivision Maps, the TEDR, and the Modifications to front-yard setbacks and to allow interior alterations to an existing non-conforming building which exceeds the 45-foot height limit required by City Charter Section 1506, as requested for the Redesigned Entrada Project, based on the findings and determinations provided in the Resolution, subject to the recommended Conditions of Approval attached as Exhibit A to the Resolution.

Exhibits:

A. Resolution of the Planning Commission to Approve the Final Environmental Impact Report and to Approve the Entrada de Santa Barbara Project
B. Site Plan
C. Applicant's letter, dated May 18, 2001
D. Proposed Streetscape Schematic

E. Planning Commission and Historic Landmarks Commission Joint Workshop meeting minutes, May 8, 2001
F. EIR Scoping Hearing minutes, July 13, 2000
G. DEIR Environmental Hearing minutes, March 15, 2001
H. Mission Creek Flood Control Project alignment (Alternative 12)
I. Trip Generation and Parking Demand Analysis for the Redesigned Entrada Project design (May/June 2001), KaKu Associates, Inc., June 20, 2001
J. Relevant Plans and Policies
K. Proposed Time-Share Rules and Regulation
L. Setback Diagram and Statistics
M. Lower-Cost Visitor Serving Mitigation Analysis, PRK Consulting, June 7, 2001
N. Waterfront Area New Development Evaluation Matrix

Exhibits distributed under separate cover:

Proposed Final EIR for the Entrada de Santa Barbara project
Approved Mitigated Negative Declaration for the Entrada de Santa Barbara project
Photosimulations of Redesigned Entrada Project

DRAFT

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF SANTA BARBARA REGARDING THE REAL PROPERTY
LOCATED AT 22-120 STATE STREET,
15 E. MASON STREET, 125 STATE STREET,
AND THE STATE STREET RIGHT-OF-WAY BETWEEN
THE MISSION CREEK BRIDGE AND THE
UNION PACIFIC RAILROAD RIGHT-OF-WAY
(THE "ENTRADA DE SANTA BARBARA PROJECT").

WHEREAS, a development application was received and processed by the City at the request of Santa Barbara Beach Properties, L.P., (hereinafter the "Owner" or the "Applicant") for the real property located at 20-120 State Street, 15 East Mason street, 125 State street, and the State Street Right-of-Way between the Mission Creek Bridge and the Union Pacific Railroad Right-of-Way; APNs 033-102-003, -004 and -014; 033-111-001, -002 and -003; 033-081-003, -004, -005, and -010; and 033-010-004 (hereinafter referred to as the "Real Property"); HRC-II (Hotel and Related Commerce) and SD-3 Coastal Zones; General Plan Designation: Hotel and Commerce/Buffer (designated Master Application No. MST 97-0357 - hereinafter referred to as the "Project");

WHEREAS, the proposed Project involved the private redevelopment of three major blocks of real properties at the intersection of State Street and Mason Street with a total of 17,532 square feet of commercial retail uses and 81 vacation ownership ("time-share") units. A total of 210 parking spaces were proposed, including a 145-space parking structure south of the railroad right-of-way between State Street and Helena Avenue.

WHEREAS, at the direction of the City, certain public right-of-way alterations were also proposed, including a reconfiguration of on-street parking on Mason Street and Helena Avenue, a widening of the sidewalk and narrowing of the State Street roadway along the project frontage consistent with the State Street Plaza design north of U.S. Highway 101, and other alterations. These alterations were proposed in cooperation with the Redevelopment Agency to allow for the consistent development of the portion State Street between the railroad right-of-way and Cabrillo Boulevard in a manner consistent with the Redevelopment Agency's projects on other portions of State Street. A traffic signal was also proposed at the intersection of State Street and Mason Street. A 2,500 sq. ft. public Visitor Information Center (the "VIC") was also proposed within the project (in addition to the 17,532 sq. ft. of commercial uses) along State Street adjacent to the railroad tracks in cooperation with the City Redevelopment Agency. The VIC would provide its required parking within the City-operated surface parking lot previously approved for 125 State Street as part of the Coastal Development Permit for the Redevelopment Agency's Railroad Depot Improvement Project.

WHEREAS, the City Planning Commission, after extensive public hearings on the project application, took public comment, heard, considered, and adopted a Mitigated Negative Declaration prepared for the project (ENV97-0452) pursuant to the guidelines of the California Environmental Quality Act, California Administrative Code Section 15074.

WHEREAS, the Entrada de Santa Barbara project description was more specifically described as a result of the changes made through the public, City staff and City Commission review process before the City Planning Commission and this more detailed description was contained in the Project Description portion of the Initial Study and the Draft Mitigated Negative Declaration for the Second Revised Initial Study dated May 5, 1999.

WHEREAS, the Second Revision to the Initial Study and Draft Mitigated Negative Declaration, which was considered by the City Planning Commission on May 27, 1999, indicated that Entrada Project Description had been revised to include open plaza areas and paseos, view corridors, additional landscape features, design amenities, undergrounding of utilities, street improvements, building facade and building height variations, and additional building setbacks as directed and requested by the City Planning staff, the City Planning Commission and the City Historic Landmarks Commission.

WHEREAS, the Planning Commission held the required public hearing on the above referenced application and it approved the Entrada Project and the specific development applications requests made in connection with the Project, on July 1, 1999 as described in more detail in Planning Commission Resolution 047-99 and in the Planning Division staff reports provided to the Commission in connection with their decision.

WHEREAS, on August 17, 1999, acting by Resolution of the City Council (Resolution No. 99-098), after considering the Initial Study, the revised Initial Study, the Second Revision to the Initial Study/Mitigated Negative Declaration (in particular the revisions to the Project Description through the date the Planning Commission July 1, 1999 approval), all public and City staff comment (both written and oral), the proposed Mitigation Measures and the Mitigation Monitoring Program, the City Council found and determined that, on the basis of the entire record, there was no substantial evidence that the Project will have a significant adverse effect on the environment.

WHEREAS, on August 17, 1999, acting by resolution of the City Council (Resolution No. 99-098), the City Council also found and determined that the Mitigated Negative Declaration and the Mitigation Measures required therein for the Entrada de Santa Barbara Project reflected the Council's independent judgment and analysis based on the entire record available to the City Council.

WHEREAS, acting pursuant to an application for a writ of administrative mandamus filed pursuant to the requirements of the California Environmental Quality

Act and a Superior Court judgment issued thereon May 30, 2000 with respect to that application, the Clerk of the Santa Barbara Superior Court issued a Peremptory Writ of Mandamus directed to the Respondents City of Santa Barbara and to Real Party in Interest, the Redevelopment of the City of Santa Barbara on July 3, 2000 directing that the Agency and the City take certain actions with respect to the City's August 17, 1999 approval and adoption of a Mitigated Negative Declaration or the Entrada de Santa Barbara Project and with respect to the City's approval of the Entrada Project on its merits.

WHEREAS, as directed by a Peremptory Writ of Mandate issued on July 3, 2000 by the Clerk of the Superior Court for the County of Santa Barbara in connection with Superior Court Case No. 232741, the City Council of Santa Barbara on August 22, 2000 (Resolution No. 00-093) vacated its decision of August 17, 1999 (Resolution No. 99-098) approving and adopting the Mitigated Negative Declaration (City ENV97-0452) and approving the Entrada de Santa Barbara Project, to the extent that such approvals relate to view impacts. Thereafter, the City proceeded to reconsider its action in approving the Entrada Project in light of the Superior Court judgment.

WHEREAS, the City Administrator and the City Community Development Director and all necessary City staff proceeded to prepare an Environmental Impact Report with respect to the Entrada Project's potential for significant adverse environmental impacts affecting views pursuant to the California Environmental Quality Act, as directed by the May 30, 2000 judgment of the Superior Court.

WHEREAS, the City Attorney, acting on behalf of the City and the Redevelopment Agency of the City on September 11, 2000 filed with the Superior Court a preliminary return to the July 3, 2000 Peremptory Writ of Mandamus setting forth the manner of the City's compliance with the Writ and describing therein the City's determination to prepare the required Environmental Impact Report.

WHEREAS, the City proceeded to prepare and has prepared an Environmental Impact Report with respect to the Entrada Project's potential for significant adverse environmental impacting views pursuant to and in compliance with the California Environmental Quality Act (Public Resources Code Sections 21000 to 21177) and the Guidelines for the Implementation of the California Environmental Quality Act (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000 to 15387 and Appendices A-K).

WHEREAS, in response to staff, Planning Commission and public comments made in connection with and at the public hearing held to consider the Draft Environmental Impact Report, the Applicant revised and modified the project to further reduce the project's size, bulk and scale to reduce the project's impacts upon the aesthetics and character of the neighborhood in which the project is located.

WHEREAS, The Entrada Project, as currently proposed and as redesigned, would be a private redevelopment project consisting of a total of 16,864 square feet of

commercial/retail space, 56 time share vacation units (each with a lock-out unit providing for the possibility of 112 total units) and 210 parking spaces. All elements of the Entrada Project (i.e., retail, time-share, recreational, parking & hotel) are expressly permitted land uses under the City's LCP and the City's HRC-II zoning, as certified by the State Coastal Commission in 1986. A substantial portion of the Entrada Project involves the redevelopment and rehabilitation of several existing older buildings of both historical and architectural significance. For the purposes of its permitting, the Entrada Project is divided into three distinct sub-areas of real property, termed "Areas A, B, and C" as shown on the area location map (see Exhibit B) for a development totaling approximately 70,747 net new square feet in size.

WHEREAS, The Entrada Project now includes the following components:

Redevelopment of the Californian Hotel on Area A (5,368 square feet of commercial/retail space; 15 time-share units [30 units when counting lock-out units])

Redevelopment of Area B (3,560 square feet of commercial/retail space; 24 time-share units [48 units when counting lock-out units])

Redevelopment of Area C (7,936 square feet of commercial/ retail space; 17 time-share units [34 units when counting lock-out units])

State Street, Mason Street, and Helena Avenue Improvements

Project Amenities (public plazas, public paseos, and a Visitor Information Center)

WHEREAS, the total land area to be redeveloped and rehabilitated by the Entrada Project is approximately 2.41 acres (or 104,860 square feet) in size (One "standard" city block of the Santa Barbara City "grid" is a 450 x 450 square block or 202,500 square feet or 4.65 acres.) All total, the Entrada Project proposes to demolish or rehabilitate approximately 31,511 square feet of existing commercial/retail space. When completed, the Entrada Project would consist of a total of 16,864 square feet of commercial/retail space of both new and rehabilitated building space. This represents a reduction of 14,647 square feet of commercial/retail space from the existing buildings on the three sites. The time-share portion (also called "vacation-ownership units") of the Entrada Project would consist of approximately 105,053 square feet of new or rehabilitated existing square footage in 56 separate time-share units, each with a "lock-out" unit providing for a possibility of 112 units.

WHEREAS, the discretionary City applications required for the Entrada Project are:

FOR AREA A

1. A Development Plan for Area A to allow for the proposed non-residential development of approximately 5,368 square feet of commercial space and 15 time-share units (30 units including lock-out units) (SBMC Section 28.87.300).

2. A Tentative Subdivision Map for Area A to allow for the creation of condominiums for time-share and commercial purposes (SBMC Chapter 27.07).

3. A Coastal Development Permit for Area A (within the appealable jurisdiction of the Coastal Zone) to allow for the proposed non-residential development of approximately 5,368 square feet of commercial space and 15 time-share units (30 units including lock-out units) (SBMC Section 28.45.009).

4. A Coastal Development Permit to allow for the proposed Tentative Subdivision Map for Area A (within the appealable jurisdiction of the Coastal Zone) (SBMC Section 28.45.009).

5. A Modification to allow for encroachments by the development in Area A into the required front-yard setbacks along State Street and Mason Street (SBMC Section 28.92.026(A)(2)).

6. A Modification to allow for exterior alterations to the fourth floor of the existing Californian Hotel, a portion of an existing non-conforming building located within Area A which exceeds the 45 foot height limit of City Charter Section 1506 (SBMC Section 28.92.026(A)(5)).

FOR AREA B

1. A Development Plan for Area B to allow for the proposed non-residential development of approximately 3,560 square feet of commercial space and 24 time-share units (48 including lock-out units) (SBMC Section 28.87.300).

2. A Tentative Subdivision Map for Area B to allow for the creation of condominiums for time-share and commercial purposes (SBMC Chapter 27.07).

3. A Coastal Development Permit for Area B (within the non-appealable jurisdiction of the Coastal Zone) to allow for the proposed non-residential development of approximately 3,560 square feet of commercial space and 24 time-share units (48 units including lock-out units) (SBMC Section 28.45.009).

4. A Coastal Development Permit to allow for the proposed Tentative Subdivision Map for Area B (within the non-appealable jurisdiction of the Coastal Zone) (SBMC Section 28.45.009).

5. A Modification to allow for encroachments by the development in Area B into the required front-yard setbacks along State Street, Mason Street, and Helena Street (SBMC Section 28.92.026(A)(2)).

FOR AREA C

1. A Development Plan for Area C to allow for the proposed non-residential development of approximately 7,936 square feet of commercial space, a 2,500 square foot public Visitor's Information Center and 17 time-share units (34 units including lock-out units) (SBMC Section 28.87.300).

2. A Tentative Subdivision Map for Area C to allow for the creation of condominiums for time-share, commercial purposes and a public Visitor's Information Center (SBMC Chapter 27.07).

3. A Coastal Development Permit for Area C (within the non-appealable jurisdiction of the Coastal Zone) to allow for the proposed non-residential development of approximately 7,936 square feet of commercial space, a 2,500 square foot Visitor's Center and 17 time-share units (34 units including lock-out units) (SBMC Section 28.45.009).

4. A Coastal Development Permit to allow for the proposed Tentative Subdivision Map for Area C (within the non-appealable jurisdiction of the Coastal Zone) (SBMC Section 28.45.009).

5. A Modification to allow for encroachments by the development in Area C into the required front- yard setbacks along State Street, Mason Street, and Helena Street (SBMC Section 28.92.026(A)(2)).

6. A Recommendation to the City Council to allow for a maximum of 2,500 sq. ft. of non-residential development to be permitted under the Community Priority category of City Charter Section 1508 (Measure E) for the proposed Visitor Information Center (SBMC Section 28.87.300).

TRANSFER OF EXISTING DEVELOPMENT RIGHTS

A Transfer of Existing Development Rights/Development Plan to allow for the transfer of existing hotel rooms from Area A to Areas B and C (SBMC Chapter 28.95).

STREET RIGHT OF WAY ALTERATIONS

A Coastal Development Permit (within the appealable jurisdiction of the Coastal Commission) to allow for the proposed State Street Right of Way Alterations (SBMC Section 28.45.009).

NOW THEREFORE, the Planning Commission of the City of Santa Barbara, after conducting a full and fair public hearing with respect to the matter and after considering all supporting documentation and studies submitted to it, finds and determines as follows

I. Findings and Determinations. The Entrada Project, as currently proposed, is approved making the following express findings and Commission determinations:

A. Project Environmental Findings.

1. Findings for Adopting the Mitigated Negative Declaration under the California Environmental Quality Act (CEQA Guidelines 15074):

a. After reading and considering the Entrada EIR Initial Study, the revised Initial Study, the Second Revision to the Initial Study/Mitigated Negative Declaration (in particular the revisions to the Project Description through the date the of this Planning Commission approval), all public and City staff comment (both written and oral), the proposed Mitigation Measures and the Mitigation Monitoring Program and in view of the May 30, 2000 Santa Barbara Superior Court judgment approving certain aspects of the Entrada Project Mitigated Negative Declaration, the Commission hereby finds and determines that, on the basis of the entire record before the Planning Commission, the Mitigated Negative Declaration has been approved and established as sufficient as a matter of law and that there was, is, and continues to be no substantial evidence that the Entrada Project will have a significant adverse effect on the environment with respect to all possible areas of environmental concerns, except those concerns studied and evaluated in the Entrada Project Environmental Impact Report, as approved in final form herein.

b. The Planning Commission further finds and determines the Mitigated Negative Declaration and the Mitigation Measures required therein reflects the Commission's independent judgment and analysis based on the entire record available to the Planning Commission.

c. All relevant studies, reports, documents, submittals, plans, designs and other related materials with respect to the Project and the EIR are within the custody of the City's of Santa Barbara's Community Development Department (with the City's Plan Check/Records Supervisor acting as the custodian of records) located at 630 Garden Street, Santa Barbara, California 93101 and open and available during regular business hours Monday through Friday.

d. Pursuant to CEQA Guidelines Section 15074 for the California Environmental Quality Act, the Commission adopts the Mitigated Negative Declaration (ENV97-0452) for the Project, as revised in connection with the public hearings held on this matter and as described herein, including specifically the Mitigation Measures and the Mitigation Monitoring Program, as listed in the Conditions of Approval, Exhibit A hereto.

2. Findings for the Certification and Adoption of the Entrada Final Environmental Impact Report:

a. The Commission finds that the Final Environmental Impact Report (the "FEIR") for the Entrada Project has been presented to and reviewed by the Commission

concurrently with the adoption of this Resolution and that the information, findings, and conclusions stated therein have been fully considered by the Commission prior to its action approving the Entrada Project.

b. The Commission finds the FEIR has been completed in compliance with the California Environmental Quality Act.

c. The FEIR reflects the Commission's independent judgment and analysis in the conclusion that the Entrada Project (as presently designed and conditioned by the Conditions of Approval) will not have any potential for a significant adverse effect on the environment and that this conclusion is well supported by substantial evidence in the record of the Commission's proceedings in this matter and as demonstrated in more detail in the FEIR.

d. The draft Entrada EIR, the public comments on the Draft EIR and Staff responses, the FEIR, all relevant studies, reports, documents, submittals, plans, designs and other related materials with respect to the Entrada Project, the Mitigated Negative Declaration and the EIR are within the custody of the City's of Santa Barbara's Community Development Department (with the City's Plan Check/Records Supervisor acting as the custodian of records) located at 630 Garden Street, Santa Barbara, California 93101 and open and available during regular business hours Monday through Friday

3. Findings for Exemption from Fish & Game Code Requirements.

a. An Initial Study was conducted by the City which evaluated the potential for the Project to result in adverse effect, either individually or cumulatively, on wildlife resources. (For this purpose, wildlife is defined as "all wild animals, bird, plants, fish, amphibians, and related ecological communities, including the habitat upon which the wildlife depends for its continued viability." Section 711.2 Fish and Game Code.)

b. There is no evidence that the Project would have any potential for adverse effect on wildlife resources because it is located in a developed, urbanized area.

c. The City Council has read and considered the Final Mitigated Negative Declaration (ENV97-0452) and finds that there is no substantial evidence that the project will have a significant effect on the environment.

B. Project Development Findings.

1. With Respect to the Requested Modifications (SBMC 28.92.026):

a. **Yard, Lot, and Floor Area Requirements**. The modifications are consistent with the purposes and intent of the Zoning Ordinance and is necessary to promote uniformity of improvement. The Entrada project includes variations in building facades and

setbacks, as well as open public paseo and plaza areas which offset concerns related to the size, bulk, and scale of the Project relative to the proposed setback encroachments necessary for the Project.

b. **Alteration of Non-conforming Building Within the Area Exceeding Height Limitation**. The modification being granted will increase neither the height nor will it increase the floor area of any portion of the building or structure that exceeds the building height limit, except as otherwise allowed in the City Zoning Ordinance. The proposed exterior alterations to the non-conforming fourth story portion of the Californian Hotel will provide aesthetic enhancements to the building, and help preserve a historic building by making improvements to continue its economic viability and use and to avoid its demolition and the loss of a potentially significant historic structure and architectural resource.

2. Findings for the Coastal Development Permits under Section 28.45.009.6(H) of the Santa Barbara Municipal Code:

a. The Entrada Project (as currently designed and as conditioned in the Conditions of Approval) is consistent with the goals and policies of the California Coastal Act of 1976.

b. The Entrada Project, with the recommended Conditions of approval contained herein, complies with Coastal Act provisions related to protection of public visual resources and by encouraging visitor-serving coastal uses.

c. The Entrada Project is consistent with all applicable policies of the City's Coastal Plan as certified by the state Coastal Commission, all applicable implementing guidelines, and all applicable provisions of the City Municipal Code.

d. The Project, as conditioned, is consistent with City's Local Coastal Plan ("LCP") polices regarding visual resources, visitor-serving uses, and circulation. The Project, as conditioned, meets all applicable Municipal Code requirements, including the requirements for Modifications.

3. Development Plan Approvals pursuant to Santa Barbara Municipal Code 28.87.300.

a. The Entrada Project, as conditioned, complies with all provisions of the City's Zoning Ordinance. The Project, and each Area of the Project, Areas A, B, and C, meet all applicable requirements of the City's HRC-2 Zoning designation, and meet the required criteria for modifications allowed by Zoning Ordinance; and

b. The Entrada Project, as conditioned and as now mitigated in the Project Description, is consistent with the principles of sound community planning. The Project, as conditioned, provides for a mixed use visitor-serving development in an enhanced pedestrian environment, and would provide needed aesthetic improvements to this area of lower State Street, including open plaza areas, high quality architecture and landscaping, and undergrounding of utilities. The Project would also provide an important visual and functional link between the City's Downtown and the City's Waterfront and Harbor areas

through the proposed land use and circulation improvements, and through the economic revitalization of this area of State Street and the surrounding neighborhoods; and

c. The proposed Entrada Project will not have a significant adverse impact upon the neighborhood's aesthetics and character in that the size, bulk, and scale of the Project will be compatible with the neighborhood. The size, bulk, and scale of the Project, as conditioned, would be appropriate for the neighborhood, given the variations in building height, façade, and massing, along with the provision of open plaza and paseo areas and view corridors to the mountains; and

d. The Entrada Project will not a have a significant unmitigated adverse impact upon the City's or the South Coast's affordable housing stock. The Project would only generate an estimated seven net new employees. Moreover, the Project will create substantial property tax increment revenues, a large portion of which will be allocated to and used by the City Redevelopment Agency to foster and encourage affordable housing in connection with the Agency's Central City Redevelopment Project Area both within the Project Area and within the City generally; and

e. The Entrada Project will not have a significant unmitigated adverse impact on the City's water resources. The Project site is located in an urban area, and is served by existing utilities which utilities have the present and anticipated capacity, now and in the future, to properly and adequately serve the Project without adversely impacting such resources. As a result, as discussed in more detail in the Second Revision to the Initial Study, the Project will not have a significant impact on the City's water resources; and

f. The Entrada Project will not have a significant unmitigated adverse impact on the City's traffic. As discussed in the Second Revision to the Initial Study and the Mitigated Negative Declaration, the Entrada Project is anticipated to generate fewer vehicular trips than the existing conditions, and the proposed sidewalk and plaza alterations to State Street are not anticipated to have a significant impact on City traffic; and

g. The necessary traffic and other circulation resources will be available and the needed traffic improvements will be in place at the time of Entrada Project occupancy. The proposed State Street alterations will be completed in conjunction with the proposed Project, as part of the Project and as conditions of the issuance of permits for the Project.

4. Transfer of Existing Development Rights Pursuant to Santa Barbara Municipal Code Section 28.95.060.

a. The proposed Sending and Receiving Sites utilized by the Project within the proposed Site are consistent with Zoning Ordinance Requirements, General Plan provisions regarding the openness and visual character of the Lower State Street area, and LCP provisions regarding visual resources.

b. The proposed developments with the internal TEDR for the Entrada Project will not be detrimental to the site(s), neighborhood or surrounding areas of State Street. The proposed land uses and scale of the project, as conditioned, are compatible with the surrounding neighborhood; and

c. The floor area of proposed non-residential development on the Project Receiving Site does not exceed the sum of the amount of Existing Development Rights (as established under Title 28 of the SBMC) transferred when added to the amount of Existing Development Rights on the Receiving Site, and does not exceed the maximum development allowed by the applicable zoning of the Receiving Site. The project is consistent with this requirement; and

d. Each of the proposed non-residential developments on the respective internal Sending Site(s) and Receiving Site(s) of the Entrada Project will meet all standards for City review as set forth in Section 28.87.300.E of the Santa Barbara Municipal Code and all provisions of Chapter 28.95 of the Santa Barbara Municipal Code, and will comply with any additional specific conditions for a transfer of development rights approval. The Conditions of Approval for the Entrada Project include all requirements for an appropriate TEDR approval; and

e. The Development remaining, or to be built on the Sending Site is appropriate in size, scale, use and configuration for this neighborhood of State Street and is beneficial to the local community.

5. For Approval of Each of the Tentative Maps Pursuant to Section 27.07.100 of the Santa Barbara Municipal Code.

a. The Tentative Subdivision Maps requested for Area A, B, and C of the Entrada are consistent with the General Plan and the City Zoning Ordinance of the City of Santa Barbara. The Entrada Project, as conditioned, is consistent with the SBMC Title 28 (Zoning Ordinance) requirements, General Plan provisions regarding openness, visual character, and circulation within the Lower State Street area, and consistent with the City's LCP provisions regarding visual resources.

II. The Conditions of Approval. The Commission's approval of the this Project is subject to the express conditions attached hereto as Exhibit A - the "Entrada De Santa Barbara Conditions of Approval" dated as of June 28, 2001 for Areas A, B and C.

PLANNING COMMISSION CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL FOR ENTRADA AREA A

JULY 11, 2001

A. Prior to the issuance of building permits for the Project (Area A) on the Real Property, the following conditions shall be imposed on the use, possession and enjoyment of the Real Property and shall be recorded by the Owner with the Final Map as part as an Agreement Relating to Subdivision Conditions Imposed on Real Property which Agreement shall be reviewed as to form and content by the City Attorney, Community Development Director, and Public Works Director:

1. Owner shall provide for the uninterrupted flow of water through the Real Property including, but not limited to, swales, natural water courses, conduits, and any access road as appropriate. Owner is responsible for the adequacy of any drainage facilities and for the continued maintenance thereof in a manner which will preclude any hazard to life, health, or damage to the Real Property or any adjoining property.

2. Owner shall assign to the City of Santa Barbara the exclusive right to extract water from under the Real Property.

3. Owner shall comply with the Area A 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 (Area A) shall be provided and regularly maintained in accordance with the landscape plan.

4. The development of the Real Property (the Area A "Project") is limited to the project description and development and site plan for Area A approved by the Planning Commission on July _____, 2001, more specifically described as 5,368 sq. ft. of non-residential building area, 15 time-share units (30 units including lock-out units), and the improvements shown on the Tentative Subdivision Map/Development Plan for Area A signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.

5. All exterior lighting, where provided, shall comply with the City's Lighting Ordinance and shall be of low intensity in order to provide aesthetically pleasing lighting which promotes safety, but shall not impose on adjacent properties and uses. No floodlights shall be allowed. All lighting shall be directed toward the ground.

6. Owner and all businesses operating from the Real Property (Area A) shall contact the Metropolitan Transit District (MTD) to purchase bus passes or the equivalent for those employees requesting such passes. The passes shall be provided free of charge to employees who request them and shall allow travel to and from work. Notice of the free passes shall be provided to employees at the time they are hired.

7. Notice of MTD bus routes and schedules shall be placed and maintained in an up-to-date manner at a central (public) location accessible to all Project employees and time-share residents.

8. All Project employees shall also be made aware of the Ride-Sharing Program or similar successor programs administered by the Santa Barbara County Association of Governments or successor agency. All business operating from the Real Property (Area A) shall have employees registered semi-annually in the Ride-Sharing Program and shall make every effort to encourage participation in the Ride-sharing Program.

9. Parking lot sweeping and trash pickup operations shall be prohibited on the Project site between the hours of 10:00 p.m. and 7:00 a.m.

10. A minimum of 29 bicycle parking spaces shall be provided and maintained on the Project site.

11. The Agreement shall provide for express requirements imposed on the owner(s) of the time-share estates (and their operator or agents) which assure full compliance with the requirements of the City's Transient Occupancy Tax ordinance (SBMC Chapter 4.08) including, but not limited to, the following requirements:

a. For the reporting to the City Finance Director of all transient occupancy revenues from the time-share units (whether primary or "lock-out" type).

b. For the collection of the applicable Transient Occupancy Tax, including any applicable late penalties.

c. For the prompt timely payment of such taxes and applicable penalties to the City.

d. Record keeping requirements sufficient to establish, to the City's reasonable satisfaction, when a time-share unit (whether primary or "lock-out" type) has been occupied by a time-share owner, a member of the owner's immediate family, or a non-paying guest of the owner, under circumstances where no monetary consideration accrues to the owner as a result of the guest's or family member's occupancy and, therefore, S.B.M.C. Chapter 4.08, as currently enacted, does not apply to the occupancy.

e. A methodology for establishing the daily fair market rent paid as a result of the occupancy of a time-share unit (whether primary or "lock-out" type) by a non-owner where the occupancy is not a result of the payment of cash consideration.

f. Appropriate record keeping requirements sufficient to allow the City to audit the time-share owners (or the Project operator or agents thereof) for compliance with the City's Transient Occupancy Tax Ordinance; and

g. The Owner will expressly acknowledge that the above-stated Transient Occupancy Tax conditions are for the express purpose of enforcing the reporting and collection of the City's Transient Occupancy Tax as such tax is enacted on the date of the approval of Owner's Project.

h. Owner shall also expressly acknowledge that the City Council may, through an amendment to Santa Barbara Municipal Code Chapter 4.08, extend the applicability of the Transient Occupancy Tax to the occupancy of time-share units by the owners of such units (including non-paying family members and guests). The Owner will further acknowledge that, should such an amendment to Chapter 4.08 be enacted, the provisions of the above-referenced agreement with respect to the record keeping, reporting, and collection of City Transient Occupancy Taxes will apply with equal force to the occupancy of time-share units by an owner thereof, as well as to members of the owner's family and non-paying guests of the owner.

12. The Owner shall enter into a recorded Public Parking Agreement with the City with respect to the permanent availability of approximately 98 off-street parking spaces for use by the general public on a non-preferential basis (i.e., without preference to patrons, employees, or tenants of the Project or the time-share units) in a manner consistent with the retail parking program of the City. Such agreement shall be recorded at the Office of the County Recorder, and include, but not be limited to:

a. Conditions of operation which assure that the public parking will have an initial period of free parking at least equal to the period of free parking offered by the City at the majority of its Central Business District public retail parking facilities.

b. Conditions which require an hourly parking rate structure for the public parking spaces which is not greater than that charged by the City at the majority of its Central Business District parking facilities.

c. A waiver of the right to protest the extension of the City's Parking and Business Improvement Areas Assessment (SBMC Chapter 4.37) should the City choose to extend its application to the area of the project.

13. All Existing Development Rights for the sending and receiving sites, measured by number of hotel rooms and square feet of floor area, shall be clearly and accurately designated on the Sending and Receiving Site development plans pursuant to SBMC 28.95.070.B.2. The agreement by which the Existing Development Rights are to be transferred shall be reviewed and approved by the City Attorney and the Community Development Director pursuant to SBMC 28.95.070.B.3 and recorded with the County Recorder. Proof of the elimination of

the transferred floor area from the Sending Site area shall be reviewed and approved by the Community Development Director prior to recordation of the transfer instrument pursuant to SBMC 28.95.070.B.4. Proof of recordation and proof of elimination of the Existing Development Rights on the Sending Site shall also be submitted to the Community Development Director pursuant to SBMC 28.95.070.B.5.

14. The proposed vacation-ownership units shall be marketed as time-share units (as defined by California Business and Professions Code Section 11003.5) in accordance with a sales/marketing plan to be submitted to the City and approved by the Community Development Director and the City Attorney, prior to the recordation of any one of the Final Subdivision Maps for the project. The sales/marketing plan shall include, but not be limited to, the times, areas, and methods used to sell the time-share units, marketing methods to be used, on-and off-site marketing and signage, and provisions for re-sale of units. The sales/marketing plan shall also include provisions to ensure that no sale or re-sale of interest in the project shall allow for any occupancy of one primary unit or lock-out unit by owner or other occupants in excess of 30 consecutive days.

15. The Owners shall all provide a time-share-marketing contingency and conversion plan outlining actions to be taken by the applicant if 50 percent of the time available to be sold for the vacation-ownership estates located on Area A, Area B, or Area C fail to sell within two years of the issuance of the Certificate of Occupancy for the first unit located on Area A, Area B, or Area C. This plan shall include enforceable mechanisms to ensure compliance with the contingency and conversion plan or appropriate conversion of the remaining units to transient occupancy hotel uses in a manner consistent with the applicable zoning and the City's Certified LCP to the satisfaction of the Community Development Director and the City Attorney. Any time-share conversion proposed pursuant to this plan to a use other than transient occupancy hotel use shall be subject to review and approval by the Planning Commission and shall require an amendment to the Coastal Development Permit.

16. All weekday deliveries to the Project premises shall be scheduled for times outside of the weekday evening 4-6 p.m. peak traffic hours and all day on weekends and Holidays.

17. A Visitor Information Program shall be prepared and implemented in order to provide information to vacation ownership unit occupants prior to their arrival at the project. The Program shall be subject to review and approval by the Community Development Department and the Transportation Planning Division and shall include, but not be limited to the following:

a. A means of providing train, bus, time-share shuttle and airline schedules and maps and information to prospective time-share unit guests.

b. A means of providing time-share unit guests with information on the availability of valet parking upon check-in, alternative transportation modes, schedules, and maps of access to the Central

Business District, beach area and other local and regional points of interest. In addition, the time-share unit operator shall contact the Metropolitan Transit District to purchase bus and/or shuttle passes or tokens for hotel guests. The availability of these passes shall be made known to all guests.

c. An explanation of the City's clean air and energy reduction goals, and an explanation of the benefits of using alternative transportation modes.

d. Provisions for optional valet parking at registration/check-in.

18. The Owner shall provide shuttle service to the Santa Barbara Airport and Railroad Depot for arriving and departing vacation ownership unit occupants.

19. Any changes of the land uses located on Area A (to the extent such changes constitute "development" under Public Resources Code Section 30106 of the California Coastal Act) approved, as part of this Coastal Development Permit shall require an amendment to the Coastal Development Permit for Area A.

20. The Owner shall prepare for the review and the approval of the Community Development Director a plan for the operation of the proposed time-share units located on Area A, which includes the following operational requirements:

a. Operation provisions that any time-share unit located on Area A which is not in use by the time-share estate owner or his/her authorized guests or invitees or authorized timeshare exchange guests ("Vacant Timeshare Unit"), shall be available for public use as a transient occupancy hotel unit.

b. Implementation of an operational plan which will maximize the rental of the vacant time-share units in Area A to the general public for transient occupancy hotel purposes.

21. The Mission Creek setback area located on Area A and shown on the Approved Site Plan for Area A shall be maintained by the Owner in perpetuity.

22. The Owner provide an Off-Site Parking Agreement which provides for shared parking in the Parking Facilities located in Areas A, B, and C among, between and for the benefit of Areas A, B and C and for the permanent maintenance of the Parking Facilities.

The form and content of the Shared Parking Agreement shall be subject to review and approval of the City Attorney, Community Development Director, and Public Works Director, and shall be recorded in the official records of Santa Barbara County as real property covenants with respect to Areas A, B, and C. Any modification to the Shared Parking Agreement, the Parking Facilities or their operation as described in the Project Approvals for Areas A, B and C shall require an amendment to the Coastal Development Permits for Areas A, B and C.

23. The Applicant shall provide an in-lieu Mitigation Fee for the loss of the previously existing lower cost overnight visitor serving accommodations which were located in the Californian Hotel on Area A. In furtherance of this proposal, Applicant agrees to the imposition of the following Condition of Approval on the Coastal Development Permit for Area A:

a. Prior to the issuance of a building permit for the development of Area A authorized by this Coastal Development Permit, Applicant will deliver to the Redevelopment Agency of the City of Santa Barbara a Mitigation Fee in the amount of $982,000, as adjusted by the CPI as provided below. The City of Santa Barbara will deposit said funds in an appropriate account earmarked in accordance with the requirements of this Condition. The funds so deposited and any interest earned thereon shall be used by the Redevelopment Agency of the City of Santa Barbara, as the Redevelopment Agency shall determine in its discretion, to subsidize or encourage the development of new, or maintenance or preservation of existing, lower cost visitor serving accommodations located within the Central City Redevelopment Project Area of the City of Santa Barbara.

b. At the time of payment of the Mitigation Fee, the amount of the Mitigation Fee shall be adjusted by the upward change, if any, from the Base Date specified below, in the Consumer Price Index of the Bureau of Labor Statistics of the U.S. Department of Labor for Urban Wage Earners and Clerical Workers for Los Angeles-Riverside-Orange Counties, All Items (1982-1984 = 100), herein referred to as "CPI".

c. The adjustment to the Mitigation Fee shall be calculated as follows: the Mitigation Fee of $982,000 set forth above shall be multiplied by a fraction the numerator of which shall be the CPI of the calendar month three months prior to the date of payment, and the denominator of which shall be the CPI of the month of July, 2001 (the "Base Date").

d. In the event the compilation and/or publication of the CPI shall be transferred to any other governmental department or bureau or agency or shall be discontinued, then the index most nearly the same as the CPI shall be used to make such calculation.

B. The Owner shall submit the following or evidence of completion of the following to the Public Works Department prior to recordation of the Final Map for either Area A, Area B or Area C. All public improvements shall be completed prior to issuance of a Certificate of Occupancy for any structure to be constructed on Area B or Area C:

1. Owner shall provide Improvement Plans for construction of improvements on State Street, Mason Street, and Helena Avenue as such improvements are generally indicated on the Plans approved by the Planning Commission, DP2S, DP3S, and DP4S, and these conditions of approval. Improvements shall include, but are not limited to, curbs, gutters, sidewalks, driveways, City-approved pavement on

aggregate base, pavement striping, underground utilities, street lights with underground wiring, appropriate directional and regulatory traffic control signs, extension and/or replacement of City utility mains, sewer system, water system, and drainage system, including adequate positive drainage. The improvement plans shall include the road narrowing transition improvements to accommodate the proposed reduction in traffic lanes on State Street. Improvements shall also include relocated bus pockets near the intersection of State and Mason Streets and public improvements as indicated on the project plans approved by the Planning Commission. A copy of the Conditions of Approval shall be placed on the Improvement Plans. The Improvement Plans shall be prepared by a registered Civil Engineer and reviewed by the City Engineer, the Transportation Manager, and shall be signed by the City Engineer.

The Owner shall indicate on the Improvement Plans that all existing utility mains that were installed more than ten years ago beneath all new "Enhanced Pavement" areas including sidewalks, as indicated on the plans approved by the Planning Commission, shall be replaced with new pipe prior to the placement of the enhanced pavement. Proposed Enhanced Pavement materials shall be reviewed and approved by the Public Works Department and the Historic Landmarks Commission.

The Improvement Plans shall also include the following items, subject to review and approval by the Public Works Department:

a. The crosswalks at the intersection of State and Mason shall be configured to match the State Street Plaza design per the approval of the Public Works Director and Historic Landmarks Commission.

b. The width of Mason Street where parking is provided on both sides shall be 36 feet (two 8-foot wide parking lanes, two 10-foot wide travel lanes) to allow for two feet of additional sidewalk on each side of Mason Street.

c. The Mason Street crosswalks at the intersection of State Street shall remain 24 feet wide to accommodate vehicles turning right. The width of the Mason Street mid-block crossing shall remain 20 feet wide.

d. The striping for parallel parking on Mason Street shall be omitted.

e. The curb cut on State Street, parallel to the existing Channel Islands Surf Shop (29 State Street), shall be reduced such that it does not provide service to Site A. The curb cut shall be reduced to the width of the future driveway of 16 feet, whichever is less.

f. Provisions for covered and lighted transit (bus) stops to be approved by the Metropolitan Transit District and the Transportation Planning Division Manager.

g. Reconstruction of Helena Avenue south of Mason Street to the south end of the property frontage. The sidewalk and roadway shall be concrete. The improvements shall include: (i) a transition between the proposed project improvements and existing conditions, and the transition shall extend south of the subject property frontage; and (ii) associated drainage improvements; all to the satisfaction of the Public Works Department.

h. Owner shall provide plan and profile sections of all underground pipes and drainage structures on the public right-of-way plans. The drainage improvements shall convey the 25-year storm event.

2. The Owner shall submit for the review and approval of the Community Development Director and the Public Works Director, a drainage and polluted runoff control plan (hereinafter the "Plan") for all permanent and temporary development authorized for Area A, designed by a licensed engineer which reduces the volume, velocity and pollutant load of storm water leaving the developed site to the maximum extent reasonably feasible. The Plan shall include but not be limited to the following criteria:

a. Post-development peak runoff rates, average volumes and average pollutant load shall not exceed predevelopment conditions.

b. Runoff from all roofs, parking areas, driveways and other impervious surfaces shall be collected and directed through a system of vegetated and/or gravel filter strips or other media filter devices designed and maintained to remove environmental pollutants from storm water runoff.. The filter elements shall be designed to 1) trap sediment, particulates or other solids and 2) remove or mitigate contaminants through filtration and/or biological uptake. The drainage system shall also be designed to convey and discharge runoff in a non-erosive manner.

c. The Plan shall include provisions for maintaining the drainage and filtration systems so that they are functional throughout the life of the approved development. Such maintenance shall include at least the following: (1) the drainage and filtration system shall be inspected, cleaned and repaired prior to the onset of the storm season, no later than September 30th each year and (2) should any of the project's surface or subsurface drainage/filtration structures fail or result in increased erosion, the Applicant/landowner (or its successor-in-interest) shall be responsible for any necessary repairs

to the drainage/filtration system and restoration of the eroded area, including the use of native vegetation from local stocks.

d. The Plan shall include all relevant best management practices.

3. The Owner shall submit to the Public Works Department a Final Map for Area A prepared by a licensed Land Surveyor or registered Civil Engineer.

4. Owner shall provide an Executed Agreement for Land Development Improvements and improvement security for construction of improvements.

5. The Owner has submitted an application for a Substantial Encroachment Permit to the City for the arcade encroachment on Mason Street. There shall be no private use or occupation of the encroachment. The encroachment shall be reviewed for approval by the City Council. If the Substantial Encroachment is approved by the City Council, the Owner shall provide a separation distance of two-feet from the curb to the arcade encroachment.

6. The Owner shall enter into an agreement to maintain all enhanced roadway pavement within and adjacent to the proposed pedestrian crossings and the intersection of State and Mason Streets. The agreement shall be reviewed and approved by the City Attorney and the Public Works Director, and shall be recorded in the Office of the County Recorder.

C. The Owner shall submit the following or evidence of completion of the following to the Public Works Department prior to issuance of a Public Works Permit or Building permit for the effected area.

1. The Owner shall obtain Minor Encroachment Permit(s) from the Public Works Department for encroachment and continued maintenance of any private improvements or enhanced pavement materials, that are dissimilar to the City approved enhanced paving materials, which extend from the subject property into the public right-of-way at the locations of plazas and paseos.

2. To the maximum extent feasible, the Owner shall underground all overhead utilities, including transmission and distribution lines, fronting and within the subject property, exclusive of those overhead utilities which cross the UPRR right-of-way. The Owner shall contact all public utility companies that have mains and services on State Street, Mason Street, and Helena Avenue, and provide a written request to the public utility companies for an analysis of their existing utilities to see if any main or utility service are aged and require replacement prior to restoration of construction within the public right-of-way. The Owner shall make allowance for and accommodate the utility companies in performing any utility main or service replacement work. The Owner shall submit a completed Underground Utility Personnel Contact Sheet to the Land Development Engineer.

3. As provided by SBMC Section 27.08.025, prior to the issuance of a certificate of completion for either Area A, B or C, all overhead utilities on the west side of Helena Avenue between Mason Street and Cabrillo Boulevard, including the overhead utilities and existing utility poles shown to be removed as shown on sheet DP 6S of the plans approved by the Planning Commission, shall be placed underground at the applicant/developer's expense provided, however, that the undergrounding of the existing utility services to adjacent properties on Helena Avenue which are served by the utility lines indicated to be removed on the approved plans is contingent upon the execution of a license agreement, between each of the affected adjacent property owners and the applicant, for entry on property or work on adjacent buildings owned by adjacent property owners for the purposes of accomplishing the undergrounding of their utility service connection, which license agreement shall be in a form acceptable to the City Engineer and the City Attorney.

Should the agreement fail to be executed by all affected adjacent property owners within sixty (60) days following approval of the form of the agreement by the City Attorney, the applicant shall be relieved of the obligation to underground utilities that serve the affected properties on Helena Avenue. The Owner shall provide for building guy anchors to secure any remnant utility poles associated with the project undergrounding activities to the satisfaction of the utility pole owner.

4. Coordinate all proposed abandonment of City utilities, structures and meters within the public right-of-way with the Public Works Department Utility Supervisors (805) 564-5409.

5. The Owner shall submit to the Public Works Department a video camera inspection of the existing State Street storm drains, downstream of the subject property. An inspection report or video shall be submitted to the Land Development Engineer. If obstructions or deficiencies are found in the storm drainpipes, the Owner, prior to issuance of a certificate of occupancy for any improvements, shall rectify obstructions and/or deficiencies to the satisfaction of the Public Works Department.

6. Along the property frontage of Mason Street and Helena Avenue, the Owner shall remove existing concrete curb and replace with sandstone curb as required by the Historic Landmarks Commission. The existing deteriorated or substandard sandstone curb shall be replaced or restored to City standards. Restoration and replacement with sandstone curb shall include new City standard concrete gutter at locations determined appropriate by the Public Works Department. New City standard curb drains shall be provided to convey roof drainage under sidewalks to the street.

7. The existing street address and contractor names within the existing concrete sidewalk shall be protected and preserved to the satisfaction of the Public Works

Director and subject to review and approval by the Historic Landmarks Commission.

8. The Owner shall provide State Street Decorative style streetlights along State Street, Mason Street, and Helena Avenue fronting the subject property, as required by the Public Works Facilities Superintendent. Existing light standards may be relocated if approved by the Public Works Facilities Superintendent. The new streetlights shall be metered. The street light standards shall be 'Awlgrip 2' epoxy paint coated, or equivalent, as approved by the Public Works Facilities Superintendent. Along the subject property street frontage, the Owner shall retire all existing street lights located on existing utility poles. The Owner shall coordinate all street light related improvements with the Public Works Facilities Superintendent (805) 564-5415. All existing light standards which are relocated must be coated with 'Awlgrip 2' epoxy paint or equivalent as approved by the Facilities Construction Superintendent, to match in kind the coating of the new light standards. All street light alterations shall be subject to review and approval by the Historic Landmarks Commission.

9. The Owner's contractor shall coordinate all public improvements with any adjacent contractors performing similar work in the vicinity specifically for the narrowing of State Street-related improvements.

10. The Owner's representative shall meet with the City Police Department Crime Analyst to determine how lighting, locking mechanisms, egress and fencing can be designed and installed so as to reduce the potential number of calls for police service from occupants of the Real Property.

11. The Owner shall create a sign program and install signage for the public rights-of-way within the immediate vicinity of the project site addressing the needs of motorists, bicyclists, pedestrians, transit users, and quadricycle users. This plan shall be subject to review and approval by the Transportation Planning Manager, the Sign Committee and the Historic Landmarks Commission (and/or Sign Committee in lieu of HLC as determined by the Community Development Director).

D. The following Project components are subject to the review and approval of the Historic Landmarks Commission (HLC), and, as so approved, shall be finalized and specified on the construction plans submitted for building permits:

1. The Project shall minimize visual impacts of street utilities (i.e. traffic signal boxes) to the greatest extent reasonably feasible.

2. Exterior lighting, where provided, shall comply with the City's Lighting Ordinance and shall be of low-intensity in order to provide aesthetically pleasing lighting which promotes safety, but does not impose on adjacent properties and uses. All lighting, other than lighting within time share units, shall be energy-efficient lighting of a type other than incandescent, except as determined to be impractical by the Community Development Director.

3. The Owner shall submit final building plans that demonstrate that the new improvements on Area A provide a minimum twenty-five (25) foot setback from the "top of bank" (as that term is defined in SBMC 28.87.250) of the then adopted proposal for or the then approved proposal for the widened alignment the Lower Mission Creek Flood Control Project; provided, however, under no circumstances shall the existing Californian Hotel improvements be required to be reconfigured or relocated by reasons of this Condition.

4. The Mission Creek setback area as so established is located on Area A shall be landscaped pursuant to an approved habitat restoration plan. All plantings shall be ecologically appropriate to the site and shall be of local seed and/or cutting sources.

E. The existing Californian Hotel building at 35 State Street shall be documented for the City's Historical archives, pursuant to the City's standards as outlined in the Community Development Department document entitled "Required Documentation Prior to Demolition" prior to issuance of a building permit for alteration of the subject building.

F. Prior to issuance of demolition, grading or building permit for Area A, the Owners shall:

1. A complete hazardous materials/waste site assessment shall be obtained by the Owners and approved by the County Protection Services Division delineating the vertical and lateral extent of the contamination.

2. The Owner shall demonstrate compliance with all applicable federal, state, and local regulations relative to remediation of hazardous materials on the subject property. Evidence of compliance shall be provided to both to the County Protective Services Division and City Community Development Department.

3. An Emergency Response Plan shall be formulated by the Owner and approved by the City Fire and Police Departments which addresses evacuation of the development in the event of a train derailment or release of hazardous materials from a train car.

4. Apply for and receive approval from the Parks Commission for the removal and relocation of any existing street tree(s), which the applicant proposes to remove. The Owner shall, at the Owners expense, relocate trees to the location reasonably designated by the City Arborist.

5. A qualified representative of the Owner/developer, approved by the City Planning Division and paid for by the Owner/developer, 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.

6. Provide a construction schedule including the name and phone number of the Project Environmental Coordinator (PEC) as a contact person to property owners

and tenants (including business owners on Helena Avenue) within 450 feet of the project.

7. A source reduction/recycling plan shall be developed for the proposed project and submitted for review and approval by the City's Environmental Analyst and the County's Solid Waste Division. This plan shall include, but not be limited to, the following measures which shall be incorporated into the demolition and construction plans submitted for building permits:

a. Space and/or bins for storage of recyclable material shall be provided within the proposed project site. The timeshare and restaurant operators shall encourage guests to recycle by using recyclable materials, and providing sufficient and appropriate receptacles such as recycling or green waste containers, in each room. Vacation ownership and restaurant operators shall construct facilities to adequately provide recycling for food production areas.

b. Recycling of demolition/construction materials shall be carried out and containers shall be provided on site for that purpose.

8. Contract with a City-approved archaeologist 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 Heather Macfarlane, dated June 10, 1997 (revised August 10, 1997). The contract shall establish a schedule for monitoring and a report to the City Environmental Analyst on the findings of the monitoring. The Contract shall be subject to the review and approval of the Environmental Analyst, and the executed contract shall be reproduced on demolition, grading and building plans.

9. A construction conference shall be scheduled by the General Contractor. The conference shall include representatives from the Public Works Department, Building Division, and Planning Division; and the applicant, property owner, Project Environmental Coordinator, and contractor. Coordination of construction activities with other projects in the Waterfront area shall be included in this meeting.

10. The applicant shall prepare an Odor and Smoke Abatement Plan to be approved by both the City Community Development Director and the County Air Pollution Control District (APCD) prior to issuance of a building permit for any food service use within Area A.

G. The following requirements shall be incorporated into, or submitted with the construction plans submitted to the Division of Building and Safety with applications for grading, demolition, and building permits, and implemented on-site during the demolition, grading, and construction period. All of these construction requirements must be completed in each Area of the Project prior to the issuance of a Certificate of Occupancy for that Area:

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.

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

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

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.

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

6. If any archaeological artifacts, exotic rock (non-native) or unusual amounts of shell or bone are uncovered during any on-site grading, trenching or construction activities, all work must stop immediately in the area, and a City-approved archaeologist retained to evaluate the deposit. The City of Santa Barbara Environmental Analyst must also be contacted for review of the archaeological find(s). 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. The City-approved archaeologists shall be present during grading and/or construction activities, which disturb the area described above. The archaeologist's monitoring shall include the following provisions:

a. Any soils disturbance during site preparation, grading (cut and fill), earthquake retrofit, foundation, and/or utilities trenching in the project area are monitored by the City-approved archeologist during these activities. For those areas in which the locations of potentially important historic and prehistoric archeological remains are anticipated to occur based on the results of the Phase 1 survey, an extended Phase 1 survey shall be consisting of limited backhoe trenching or shovel test pits (STPs) be conducted prior to the construction phase of work in order to identify and document those resources and determine whether additional Phase 2 evaluation is required.

b. If cultural resources are encountered or suspected, work shall be halted immediately, and 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 the findings are potentially significant, a Phase 3 recovery program shall be prepared and accepted by the Environmental Analyst and the Historic Landmarks Commission. That portion of the Phase 3 program, which requires work on-site, shall be completed prior to continuing construction in the affected area.

c. If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted and shall remain present during all further subsurface disturbances in the area of the find.

7. Construction activity shall be prohibited Saturdays, Sundays, and holidays and between the hours of 7 p.m. to 7 a.m. Holidays are defined as those days which are observed by the City of Santa Barbara as official holidays by City employees.

8. All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.

9. Construction parking shall be provided as follows:

a. During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Community Development Director.

b. 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 unless an appropriate temporary encroachment permit is obtained by the Owner.

10. All construction-related trips (workers, equipment and deliveries) shall not be scheduled during peak hours (4:00 p.m. to 6:00 p.m.) to help reduce traffic on adjacent streets and roadways. The routes of all construction related trucks, three tons of more, shall be subject to the review and approval of the Traffic Engineer.

11. A plan for rerouting of vehicular and pedestrian traffic around the project area during project construction shall be submitted by the applicant and reviewed and approved by the Public Works Transportation Division prior to issuance of any grading or building permits for the proposed project. This plan shall also include measures to ensure pedestrian safety during project construction, and coordination with construction of other projects in the Waterfront area.

12. The development shall be constructed with fire retardant materials and shall have smoke detectors uniformly installed throughout the project site.

13. Fire sprinkler systems shall be installed where code and the Fire Chief indicate they are necessary, with special emphasis on the portions of the development which are located immediately adjacent to the areas which could be directly impacted by a train derailment.

14. Fire hydrants shall be located within 300 feet of all exterior walls by way of access. The hydrant shall be provided with one (1) four inch (4") and two (2) two and a half inch (2 ½") outlets and shall flow a minimum of 1250 gallons per minute. Show all existing and new hydrants within scope of project on plans.

15. A project directory including a map and listing of all units on the site shall be posted at the entrance to the property. Note this on the plans.

16. An automatic sprinkler system shall be provided for new structures and additions over 5000 square feet. The sprinkler system(s) shall be submitted under separate permit. Note this on plans.

17. Portable fire extinguishers shall be installed pursuant to the Uniform Fire Code. Note this on plans and show locations.

18. An automatic/manual fire alarm system shall be installed pursuant to City requirements under a separate permit. Note the following on the plans:

a. Apartment House or Residential Condominiums – Three (3) or more stories in height or containing 16 or more dwelling units.

b. Mixed Use Occupancies – The alarm system shall notify all occupants in the event of a fire. The system shall include automatic smoke detection throughout the entire complex and be provided with a notification system approved by the Chief that indicates the presence of residential dwelling units.

19. An emergency evacuation plan for each building subject to the approval of the Fire Department shall be provided. Note this on plans.

20. Commercial dumpsters shall not be placed within five (5) feet of combustible walls, openings or roof eaves lines unless sprinkler coverage is provided.

21. Industrial interceptors shall be installed, as necessary, for the proper handling of liquid wastes containing grease, flammable wastes, sand, acid or alkaline substances in order to protect liquid wastes resulting from parking and cleaning areas from contaminating the public or private storm drainage systems. These devices shall be maintained by the owner/operator per manufacturer specifications.

22. The 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:

_____

Property Owner Date

_____

Contractor Date License No.

_____

Architect Date License No.

_____

Engineer Date License No.

The construction drawings shall also include one or more separate plan sheets outlining a detailed description of design details considered by both the Planning Commission and the Historic Landmarks Commission in review of the project so that building inspectors on-site may verify that both of the Commissions' directions have been implemented. These details shall include, but not be limited to, building colors and materials, architectural details, landscaping, paseo and plaza dimensions, building separations, and building heights.

23. The building plan cover sheet for Area A shall include tabulations of building statistics for Area A, including square footage of each vacation ownership units and number and type of units and total area of units.

H. Prior to issuance of the Certificate of Occupancy for Area A, the Owner 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. Public improvements as shown on the improvement plans approved by the City Engineer.

3. A final report on the results of the archaeological monitoring shall be submitted to the Environmental Analyst within 180 days of completion of the monitoring or prior to the issuance of the Certificate of Occupancy (Final Inspection), whichever is earlier.

4. Safety procedures and evacuation routes shall be posted throughout the development and a "safety coordinator" shall be designated for the development to provide efficient interaction with emergency personnel in the event of an emergency and to ensure that safety programs are properly designed and maintained. Such an individual shall know the location and function of all emergency systems in the development.

PLANNING COMMISSION CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL FOR ENTRADA AREA B

JULY 11, 2001

A. Prior to the issuance of building permits for the Project (Area B) on the Real Property, the following conditions shall be imposed on the use, possession and enjoyment of the Real Property and shall be recorded by the Owner with the Final Map as part of an Agreement Relating to Subdivision Conditions Imposed on Real Property which Agreement shall be reviewed as to form and content by the City Attorney, Community Development Director, and Public Works Director:

1. Owner shall provide for the uninterrupted flow of water through the Real Property including, but not limited to, swales, natural water courses, conduits, and any access road as appropriate. Owner is responsible for the adequacy of any drainage facilities and for the continued maintenance thereof in a manner which will preclude any hazard to life, health, or damage to the Real Property or any adjoining property.

2. Owner shall assign to the City of Santa Barbara the exclusive right to extract water from under the Real Property.

3. 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 (Area B) shall be provided and maintained in accordance with the landscape plan.

4. The development of the Real Property (the Area B "Project") is limited to the project description and development and site plan for Area B approved by the Planning Commission on July _____, 2001, more specifically described as 3,560 sq. ft. of non-residential building area, 24 time-share units (48 units including lock-out units), and the improvements shown on the Tentative Subdivision Map/Development Plan or Area A signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.

5. All exterior lighting, where provided, shall comply with the City's Lighting Ordinance and shall be of low intensity in order to provide aesthetically pleasing lighting which promotes safety, but shall not impose on adjacent properties and uses. No floodlights shall be allowed. All lighting shall be directed toward the ground.

6. Owner or all businesses operating from the Real Property (Area B) shall contact the Metropolitan Transit District (MTD) to purchase bus passes or the equivalent for those employees requesting such passes. The passes shall be provided free of charge to employees who request them, shall allow travel to and from work. Notice of the free passes shall be provided to employees at the time they are hired.

7. Notice of MTD bus routes and schedules shall be placed and maintained in an up-to-date manner at central (public) location accessible to all Project employees and time-share residents.

8. All Project employees shall also be made aware of the Ride-Sharing Program or similar successor programs administered by the Santa Barbara County Association of Governments

or successor agency. All businesses operating from the Program shall have employees registered semi-annually in the Ride-Sharing Program and shall make every effort to encourage participation in the Ride-Sharing program.

9. Parking lot sweeping and trash pickup operations shall be prohibited on the Project site between the hours of 10:00 p.m. and 7:00 a.m.

10. A minimum of 29 bicycle parking spaces shall be provided and maintained on the project site.

11. The Agreement shall provide for express requirements imposed on the owner(s) of the time-share estates (and their operator or agents) which assure full compliance with the requirements of the City's Transient Occupancy Tax ordinance (SBMC Chapter 4.08) including, but not limited to, the following requirements:

a. For the reporting to the City Finance Director of all transient occupancy revenues from the time-share units (whether primary or "lock-out" type).

b. For the collection of the applicable Transient Occupancy Tax, including any applicable late penalties.

c. For the prompt timely payment of such taxes and applicable penalties to the City.

d. Record keeping requirements sufficient to establish to the City's reasonable satisfaction, when a time-share unit (whether primary or "lock-out" type) has been occupied by a time-share unit owner, a member of the owner's immediate family, or a non-paying guest of the owner under circumstances where no monetary consideration accrues to the owner as a result of the guest's or family member's occupancy and, therefore, S.B.M.C. Chapter 4.08, as currently enacted, does not apply to the occupancy.

e. A methodology for establishing the daily fair market rent paid as a result of the occupancy of a time-share unit (whether primary or "lock-out" type) by a non-owner where the occupancy is not a result of the payment of cash consideration.

f. Appropriate record keeping requirements sufficient to allow the City to audit the time-share owners (or the Project operator or agents thereof) for compliance with the City's Transient Occupancy Tax Ordinance; and

g. The Owner will expressly acknowledge that the above-stated Transient Occupancy Tax conditions are for the express purpose of enforcing the reporting and collection of the City's Transient Occupancy Tax as such tax is enacted on the date of the approval of Owner's Project.

h. Owner shall also expressly acknowledge that the City Council of the City may, through an amendment to Chapter 4.08, extend the applicability of the Transient Occupancy Tax to the occupancy of its

time-share units by the owners of such units (including non-paying family members and guests). The Owner will further acknowledge that, should such an amendment to Santa Barbara Municipal Code Chapter 4.08 be enacted, the provisions of the Agreement with respect to the record keeping, reporting, and collection of City Transient Occupancy Taxes will apply with equal force to the occupancy of time-share units by the owner thereof, members of the owner's family and any non-paying guests of the owner.

12. The Owner shall enter into a Public Parking agreement with the City with respect to the permanent availability of approximately 98 off-street parking spaces for use by the general public on a non-preferential basis (i.e., without preference to patrons, employees, or tenants of the Project or the time-share units) in a manner consistent with the retail parking program of the City. Such agreement shall be recorded and shall include, but not be limited to, the following requirements:

a. Conditions of operation which assure that the public parking will have an initial period of free parking at least equal to the period of free parking offered by the City at the majority of its Central Business District public retail parking facilities.

b. Conditions which require an hourly parking, rate structure for the public parking spaces which is not greater than that charged by the City at the majority of its Central Business District parking facilities.

c. A waiver of the right to protest the extension of the City's Parking and Business Improvement Areas Assessment (SBMC Chapter 4.37) should the City choose to extend its application to the area of the project.

13. All Existing Development Rights established under Title 28 at of the Santa Barbara Municipal Code for the sending and receiving sites, measured by number of hotel rooms and square feet of floor area, shall be clearly and accurately designated on the Sending and Receiving Site development plans pursuant to SBMC 28.95.070.B.2. The Agreement by which the Existing Development Rights are to be transferred shall be reviewed and approved by the City Attorney and the Community Development Director pursuant to SBMC 28.95.070.B.3 and recorded with the County Recorder. Proof of the elimination of the Existing Development Rights from the Sending Site area shall be reviewed and approved by the Community Development Director prior to recordation of the transfer instrument pursuant to SBMC 28.95.070.B.4. Proof of recordation and proof of elimination of the Existing Development Rights on the Sending Site shall also be submitted to the Community Development Director pursuant to SBMC 28.95.070.B.5.

14. The proposed vacation-ownership units shall be marketed as time-share units (as defined by California Business and Professions Code Section 11003.5) in accordance with a sales/marketing plan to be submitted to the City and approved by the Community Development Director and the City Attorney, prior to the recordation of any one of the Final Subdivision Maps for the project. The sales/marketing plan shall include, but not be limited

to, the times, areas, and methods used to sell the time-share units, marketing methods to be used, on-and off-site marketing and signage, and provisions for re-sale of units. The sales/marketing plan shall also include provisions to ensure that no sale or re-sale of interest in the project shall allow for any occupancy of one primary unit or lock-out unit by owner or other occupants in excess of 30 consecutive days.

15. The owner shall provide a time-share-marketing contingency and conversion plan outlining actions to be taken by the applicant if 50 percent of the time available to be sold for the vacation-ownership estates located on Area A, Area B, or Area C fail to sell within two years of the issuance of the Certificate of Occupancy for the first unit located on Area A, Area B, or Area C. This plan shall include enforceable mechanisms to ensure compliance with the contingency and conversion plan or appropriate conversion of the remaining units to transient occupancy hotel uses in a manner consistent with the applicable zoning and the City's Certified LCP to the satisfaction of the Community Development Director and the City Attorney. Any time-share conversion proposed pursuant to this plan to a use other than transient occupancy hotel use shall be subject to review and approval by the Planning Commission and shall require an amendment to the Coastal Development Permit.

16. The plaza and paseo areas, and access to the parking structure, as shown on the approved plans, are to remain open and available for public use. If security issues related to the plaza, paseo, or courtyard areas arise, the Owner may propose alternatives to keeping these areas open to the public, and any change in this regard shall be subject to review and approval of the Planning Commission.

17. The Owner shall provide a plan for the encouragement of public use of the plaza and paseo areas as shown on the approved plans. The plan shall include adequate provisions for the installation and maintenance of a variety of amenities (street furniture, tables, benches, etc.) available for the use of the general public. The plan shall be subject to the review and approval by the Community Development Director.

18. All weekday deliveries to the Project premises shall be scheduled for times outside of the weekday evening 4-6 p.m. peak traffic hours and all hours of weekends and Holidays.

19. A Visitor Information Program shall be prepared and implemented to provide information to time-share ownership unit occupants prior to their arrival at the Project. The program shall be subject to review and approval by the Community Development Department and the Transportation Planning Division and shall include, but not be limited to the following:

a. A means of providing train, bus, time-share shuttle and airline schedules and maps and information to prospective unit guests.

b. A means of providing time-share ownership unit guests with information on the availability of valet parking upon check-in, alternative transportation modes, schedules, and maps of access to the Central Business District, beach area and other local and regional

points of interest. In addition, the time-share ownership unit operator shall contact the Metropolitan Transit District to purchase bus and/or shuttle passes or tokens for hotel guests. The availability of these passes shall be made known to all guests.

c. Explanation of the City's clean air and energy reduction goals, and an explanation of the benefits of using alternative transportation modes.

d. Provisions for optional valet parking at registration/check-in.

20. The Owner shall provide shuttle service to the Santa Barbara Airport and Railroad Depot for arriving and departing vacation ownership unit occupants.

21. The Owner shall provide a plan for the retention of the existing coastal recreational uses (i.e. bike and kayak rentals) on the subject property prior to issuance of a demolition, grading, or building permit for the project. The plan shall be subject to review and approval by the Community Development Director.

22. Any changes of the land uses located on Area B (to the extent such changes constitute "development" under Public Resources Code Section 30106 of the California Coastal Act) approved as part of this Coastal Development Permit shall require an amendment to the Coastal Development Permit for Area B.

23. The Owner shall prepare for the review and the approval of the Community Development Director a plan for the operation of the proposed time-share units located on Area B, which includes the following operational requirements:

a. Operation provisions that any timeshare unit located on Area B which is not in use by the timeshare estate owner or his/her authorized guests or invitees or authorized timeshare exchange guests ("Vacant Timeshare Unit"), shall be available for public use as a transient occupancy hotel unit.

b. Implementation of an operational plan which will maximize the rental of the vacant time-share units in Area B to the general public for transient occupancy hotel purposes.

24. The Owner provide a Shared Off-Site Parking Agreement which provides for shared parking in the Parking Facilities located in Areas A, B, and C among, between and for the benefit of Areas A, B and C and for the permanent maintenance of the Parking Facilities.

The form and content of the Shared Off-Site Parking Agreement shall be subject to review and approval of the City Attorney, Community Development Director, and Public Works Director, and shall be recorded in the official records of Santa Barbara County as real property covenants with respect to Areas A, B, and C. Any modification to the Shared Parking Agreement, the Parking Facilities or their operation as described in the

Project Approvals for Areas A, B and C shall require an amendment to the Coastal Development Permits for Areas A, B and C.

B. The Owner shall submit the following or evidence of completion of the following to the Public Works Department prior to recordation of the Final Map for either Area A, Area B or Area C. All public improvements shall be completed prior to issuance of a Certificate of Occupancy for any structure to be constructed on either Area A , Area B or Area C:

1. Owner shall provide Improvement Plans for construction of improvements on State Street, Mason Street, and Helena Avenue as such improvements are generally indicated on the Plans approved by the Planning Commission, DP2S, DP3S, and DP4S, and these conditions of approval. Improvements shall include, but are not limited to, curbs, gutters, sidewalks, driveways, City-approved pavement on aggregate base, pavement striping, underground utilities, street lights with underground wiring, appropriate directional and regulatory traffic control signs, extension and/or replacement of City utility mains, sewer system, water system, and drainage system, including adequate positive drainage. The improvement plans shall include the road narrowing transition improvements to accommodate the proposed reduction in traffic lanes on State Street. Improvements shall also include relocated bus pockets near the intersection of State and Mason Streets and public improvements as indicated on the project plans approved by the Planning Commission. A copy of the Conditions of Approval shall be placed on the Improvement Plans. The Improvement Plans shall be prepared by a registered Civil Engineer and reviewed by the City Engineer, the Transportation Manager, and shall be signed by the City Engineer.

The Owner shall indicate on the Improvement Plans that all existing utility mains that were installed more than ten years ago beneath all new "Enhanced Pavement" areas including sidewalks, as indicated on the plans approved by the Planning Commission, shall be replaced with new pipe prior to the placement of the enhanced pavement. Proposed Enhanced Pavement materials shall be reviewed and approved by the Public Works Department and the Historic Landmarks Commission.

The Improvement Plans shall also include the following items, subject to review and approval by the Public Works Department:

a. The crosswalks at the intersection of State and Mason shall be configured to match the State Street Plaza design per the approval of the Public Works Director and Historic Landmarks Commission.

b. The width of Mason Street where parking is provided on both sides shall be 36 feet (two 8-foot wide parking lanes, two 10-foot wide travel lanes) to allow for two feet of additional sidewalk on each side of Mason Street.

c. The Mason Street crosswalks at the intersection of State Street shall remain 24 feet wide to accommodate vehicles turning right.

The width of the Mason Street mid-block crossing shall remain 20 feet wide.

d. The striping for parallel parking on Mason Street shall be omitted.

e. The curb cut on State Street, parallel to the existing Channel Islands Surf Shop (29 State Street), shall be reduced such that it does not provide service to Site A. The curb cut shall be reduced to the width of the future driveway of 16 feet, whichever is less.

f. Provisions for covered and lighted transit (bus) stops to be approved by the Metropolitan Transit District and the Transportation Planning Division Manager.

g. Reconstruction of Helena Avenue south of Mason Street to the south end of the property frontage. The sidewalk and roadway shall be concrete. The improvements shall include: (i) a transition between the proposed project improvements and existing conditions, and the transition shall extend south of the subject property frontage; and (ii) associated drainage improvements; all to the satisfaction of the Public Works Department.

h. Owner shall provide plan and profile sections of all underground pipes and drainage structures on the public right-of-way plans. The drainage improvements shall convey the 25-year storm event.

2. The Owner shall submit for the review and approval of the Community Development Director and the Public Works Director, a drainage and polluted runoff control plan (hereinafter the "Plan") for all permanent and temporary development authorized for Area B, designed by a licensed engineer which reduces the volume, velocity and pollutant load of storm water leaving the developed site to the maximum extent reasonably feasible. The Plan shall include but not be limited to the following criteria:

a. Post-development peak runoff rates, average volumes and average pollutant load shall not exceed predevelopment conditions.

b. Runoff from all roofs, parking areas, driveways and other impervious surfaces shall be collected and directed through a system of vegetated and/or gravel filter strips or other media filter devices designed and maintained to remove environmental pollutants from storm water runoff. The filter elements shall be designed to 1) trap sediment, particulates or other solids and 2) remove or mitigate contaminants through filtration and/or biological uptake. The drainage system shall also be designed to convey and discharge runoff in a non-erosive manner.

c. The Plan shall include provisions for maintaining the drainage and filtration systems so that they are functional throughout the life of the approved development. Such maintenance shall include at least the following: (1) the drainage and filtration system shall be inspected, cleaned and repaired prior to the onset of the storm season, no later than September 30th each year and (2) should any of the project's surface or subsurface drainage/filtration structures fail or result in increased erosion, the Applicant/landowner (or its successor-in-interest) shall be responsible for any necessary repairs to the drainage/filtration system and restoration of the eroded area, including the use of native vegetation from local stocks.

d. The Plan shall include all relevant best management practices.

3. The Owner shall submit to the Public Works Department a Final Map for Area B prepared by a licensed Land Surveyor or registered Civil Engineer.

4. Owner shall provide an Executed Agreement for Land Development Improvements and improvement security for construction of improvements.

5. The Owner has submitted an application for a Substantial Encroachment Permit to the City for the arcade encroachment on Mason Street. There shall be no private use or occupation of the encroachment. The encroachment shall be reviewed for approval by the City Council. If the Substantial Encroachment is approved, the Owner shall provide a separation distance of two-feet from the curb to the arcade encroachment.

6. The Owner shall enter into an agreement to maintain all enhanced roadway pavement within and adjacent to the proposed pedestrian crossings and the intersection of State and Mason Streets. The agreement shall be reviewed and approved by the City Attorney and the Public Works Director, and shall be recorded in the Office of the County Recorder.

C. The Owner shall submit the following or evidence of completion of the following to the Public Works Department prior to issuance of a Public Works Permit or Building permit for the effected area.

1. The Owner shall obtain Minor Encroachment Permit(s) from the Public Works Department for encroachment and continued maintenance of any private improvements or enhanced pavement materials, that are dissimilar to the City approved enhanced paving materials, which extend from the subject property into the public right-of-way at the locations of plazas and paseos.

2. To the maximum extent feasible, the Owner shall underground all overhead utilities, including transmission and distribution lines, fronting and within the subject property, exclusive of those overhead utilities which cross the UPRR right-of-way. The Owner shall contact all public utility companies that have mains and services on State Street, Mason Street, and Helena Avenue, and provide a written request to the public utility companies for

an analysis of their existing utilities to see if any main or utility service are aged and require replacement prior to restoration of construction within the public right-of-way. The Owner shall make allowance for and accommodate the utility companies in performing any utility main or service replacement work. The Owner shall submit a completed Underground Utility Personnel Contact Sheet to the Land Development Engineer.

3. As provided by SBMC Section 27.08.025, prior to the issuance of a certificate of completion for either Area A, B or C, all overhead utilities on the west side of Helena Avenue between Mason Street and Cabrillo Boulevard, including the overhead utilities and existing utility poles shown to be removed as shown on sheet DP 6S of the plans approved by the Planning Commission, shall be placed underground at the applicant/developer's expense provided, however, that the undergrounding of the existing utility services to adjacent properties on Helena Avenue which are served by the utility lines indicated to be removed on the approved plans is contingent upon the execution of a license agreement, between each of the affected adjacent property owners and the applicant, for entry on property or work on adjacent buildings owned by adjacent property owners for the purposes of accomplishing the undergrounding of their utility service connection, which license agreement shall be in a form acceptable to the City Engineer and the City Attorney.

Should the agreement fail to be executed by all affected adjacent property owners within sixty (60) days following approval of the form of the agreement by the City Attorney, the applicant shall be relieved of the obligation to underground utilities that serve the affected properties on Helena Avenue. The Owner shall provide for building guy anchors to secure any remnant utility poles associated with the project undergrounding activities to the satisfaction of the utility pole owner.

4. Coordinate all proposed abandonment of City utilities, structures and meters within the public right-of-way with the Public Works Department Utility Supervisors (805) 564-5409.

5. The Owner shall submit to the Public Works Department a video camera inspection of the existing State Street storm drains, downstream of the subject property. An inspection report or video shall be submitted to the Land Development Engineer. If obstructions or deficiencies are found in the storm drainpipes, the Owner, prior to issuance of a certificate of occupancy for any improvements, shall rectify obstructions and/or deficiencies to the satisfaction of the Public Works Department.

6. Along the property frontage of Mason Street and Helena Avenue, the Owner shall remove existing concrete curb and replace with sandstone curb as required by the Historic Landmarks Commission. The existing deteriorated or substandard sandstone curb shall be replaced or restored to City standards. Restoration and replacement with sandstone curb shall include new City standard concrete gutter at locations determined appropriate by the Public Works Department. New City standard curb drains shall be provided to convey roof drainage under sidewalks to the street.

7. The existing street address and contractor names within the existing concrete sidewalk shall be protected and preserved to the satisfaction of the Public Works Director and subject to review and approval by the Historic Landmarks Commission.

8. The Owner shall provide State Street Decorative style streetlights along State Street, Mason Street, and Helena Avenue fronting the subject property, as required by the Public Works Facilities Superintendent. Existing light standards may be relocated if approved by the Public Works Facilities Superintendent. The new streetlights shall be metered. The street light standards shall be 'Awlgrip 2' epoxy paint coated, or equivalent, as approved by the Public Works Facilities Superintendent. Along the subject property street frontage, the Owner shall retire all existing street lights located on existing utility poles. The Owner shall coordinate all street light related improvements with the Public Works Facilities Superintendent (805) 564-5415. All existing light standards which are relocated must be coated with 'Awlgrip 2' epoxy paint or equivalent as approved by the Facilities Construction Superintendent, to match in kind the coating of the new light standards. All street light alterations shall be subject to review and approval by the Historic Landmarks Commission.

9. The Owner's contractor shall coordinate all public improvements with any adjacent contractors performing similar work in the vicinity specifically for the narrowing of State Street-related improvements.

10. The Owner's representative shall meet with the City Police Department Crime Analyst to determine how lighting, locking mechanisms, egress and fencing can be designed and installed so as to reduce the potential number of calls for police service from occupants of the Real Property.

11. The Owner shall create a sign program and install signage for the public rights-of-way within the immediate vicinity of the project site addressing the needs of motorists, bicyclists, pedestrians, transit users, and quadricycle users. This plan shall be subject to review and approval by the Transportation Planning Manager, the Sign Committee and the Historic Landmarks Commission (and/or Sign Committee in lieu of HLC as determined by the Community Development Director).

D. The following Project components are is subject to the review and approval of the Historic Landmarks Commission (HLC), and, as so approved, shall be finalized and specified on the construction plans submitted for building permits:

1. The Project minimize visual impacts of street utilities (i.e. traffic signal boxes) to the greatest extent reasonably feasible.

2. Exterior lighting, where provided, shall comply with the City's Lighting Ordinance and shall be of low-intensity in order to provide aesthetically pleasing lighting which promotes safety, but does not impose on adjacent properties and uses. All lighting, other than lighting within time share units, shall be energy-efficient lighting of a type other than incandescent, except as determined to be impractical by the Community Development Director.

3. The Owner shall submit final building plans that demonstrate that the new improvements on Area A provide a twenty-five (25) foot setback from the "top of bank" (as that term is defined in SBMC 28.87.250) of the then adopted proposal for or the then approved proposal for the widened alignment the Lower Mission Creek Flood Control Project; provided, however, under no circumstances shall the existing Californian Hotel improvements be required to be reconfigured or relocated by reasons of this Condition.

E. The existing "Hot Spots" café building at 36 State Street shall be documented for the City's Historical archives, pursuant to the City's standards as outlined in the Community Development Department document entitled "Required Documentation Prior to Demolition" prior to issuance of a building permit for alteration of the subject building.

F. Prior to issuance of demolition, grading or building permit for either Area B or C, the Owners shall:

1. A complete hazardous materials/waste site assessment shall be obtained by the Owners and approved by the County Protection Services Division delineating the vertical and lateral extent of the contamination.

2. The Owner shall demonstrate compliance with all applicable federal, state, and local regulations relative to remediation of hazardous materials on the subject property. Evidence of compliance shall be provided to both to the County Protective Services Division and City Community Development Department.

3. An Emergency Response Plan shall be formulated by the Owner and approved by the City Fire and Police Departments which addresses evacuation of the development in the event of a train derailment or release of hazardous materials from a train car.

4. Apply for and receive approval from the Parks Commission for the removal and relocation of any existing street tree(s), which the applicant proposes to remove. The Owner shall, at the Owners expense, relocate trees to the location reasonably designated by the City Arborist.

5. A qualified representative of the Owner/developer, approved by the City Planning Division and paid for by the Owner/developer, 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.

6. Provide a construction schedule including the name and phone number of the Project Environmental Coordinator (PEC) as a contact person to property owners and tenants (including business owners on Helena Avenue) within 450 feet of the project.

7. A source reduction/recycling plan shall be developed for the proposed project and submitted for review and approval by the City's Environmental Analyst and the County's Solid Waste Division. This plan shall include, but not be limited to, the following measures

which shall be incorporated into the demolition and construction plans submitted for building permits:

a. Space and/or bins for storage of recyclable material shall be provided within the proposed project site. The timeshare and restaurant operators shall encourage guests to recycle by using recyclable materials, and providing sufficient and appropriate receptacles such as recycling or green waste containers, in each room. Vacation ownership and restaurant operators shall construct facilities to adequately provide recycling for food production areas.

b. Recycling of demolition/construction materials shall be carried out and containers shall be provided on site for that purpose.

8. Contract with a City-approved archaeologist 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 Heather Macfarlane, dated June 10, 1997 (revised August 10, 1997). The contract shall establish a schedule for monitoring and a report to the City Environmental Analyst on the findings of the monitoring. The Contract shall be subject to the review and approval of the Environmental Analyst, and the executed contract shall be reproduced on demolition, grading and building plans.

9. The buildings located adjacent to Areas B and C shall be evaluated by a structural engineer to ensure that the buildings are not fragile or extremely fragile. If these buildings are considered fragile or extremely fragile, the applicant shall propose alternative methods of pile driving, as approved by the Community Development Director and Building Official.

10. A construction conference shall be scheduled by the General Contractor. The conference shall include representatives from the Public Works Department, Building Division, and Planning Division; and the applicant, property owner, Project Environmental Coordinator, and contractor. Coordination of construction activities with other projects in the Waterfront area shall be included in this meeting.

11. The applicant shall prepare an Odor and Smoke Abatement Plan to be approved by both the City Community Development Director and the County Air Pollution Control District (APCD) prior to issuance of a building permit for any food service use within Area B.

G. The following requirements shall be incorporated into, or submitted with the construction plans submitted to the Division of Building and Safety with applications for grading, demolition, and building permits, and implemented on-site during the demolition, grading, and construction period. All of these construction requirements must be completed in each Area of the Project prior to the issuance of a Certificate of Occupancy for that Area:

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.

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

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

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.

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

6. If any archaeological artifacts, exotic rock (non-native) or unusual amounts of shell or bone are uncovered during any on-site grading, trenching or construction activities, all work must stop immediately in the area, and a City-approved archaeologist retained to evaluate the deposit. The City of Santa Barbara Environmental Analyst must also be contacted for review of the archaeological find(s). 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. The City-approved archaeologists shall be present during grading and/or construction activities, which

disturb the area described above. The archaeologist's monitoring shall include the following provisions:

a. Any soils disturbance during site preparation, grading (cut and fill), earthquake retrofit, foundation, and/or utilities trenching in the project area are monitored by the City-approved archeologist during these activities. For those areas in which the locations of potentially important historic and prehistoric archeological remains are anticipated to occur based on the results of the Phase 1 survey, an extended Phase 1 survey shall be consisting of limited backhoe trenching or shovel test pits (STPs) be conducted prior to the construction phase of work in order to identify and document those resources and determine whether additional Phase 2 evaluation is required.

b. If cultural resources are encountered or suspected, work shall be halted immediately, and 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 the findings are potentially significant, a Phase 3 recovery program shall be prepared and accepted by the Environmental Analyst and the Historic Landmarks Commission. That portion of the Phase 3 program, which requires work on-site, shall be completed prior to continuing construction in the affected area.

c. If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted and shall remain present during all further subsurface disturbances in the area of the find.

7. Construction activity shall be prohibited Saturdays, Sundays, and holidays and between the hours of 7 p.m. to 7 a.m. Holidays are defined as those days which are observed by the City of Santa Barbara as official holidays by City employees.

8. All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.

9. Construction parking shall be provided as follows:

a. During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Community Development Director.

b. 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 unless an appropriate temporary encroachment permit is obtained by the Owner.

10. All construction-related trips (workers, equipment and deliveries) shall not be scheduled during peak hours (4:00 p.m. to 6:00 p.m.) to help reduce traffic on adjacent streets and roadways. The routes of all construction related trucks, three tons of more, shall be subject to the review and approval of the Traffic Engineer.

11. A plan for rerouting of vehicular and pedestrian traffic around the project area during project construction shall be submitted by the applicant and reviewed and approved by the Public Works Transportation Division prior to issuance of any grading or building permits for the proposed project. This plan shall also include measures to ensure pedestrian safety during project construction, and coordination with construction of other projects in the Waterfront area.

12. The development shall be constructed with fire retardant materials and shall have smoke detectors uniformly installed throughout the project site.

13. Fire sprinkler systems shall be installed where code and the Fire Chief indicate they are necessary, with special emphasis on the portions of the development which are located immediately adjacent to the areas which could be directly impacted by a train derailment.

14. Fire hydrants shall be located within 300 feet of all exterior walls by way of access. The hydrant shall be provided with one (1) four inch (4") and two (2) two and a half inch (2 ½") outlets and shall flow a minimum of 1250 gallons per minute. Show all existing and new hydrants within scope of project on plans.

15. A project directory including a map and listing of all units on the site shall be posted at the entrance to the property. Note this on the plans.

16. An automatic sprinkler system shall be provided for new structures and additions over 5000 square feet. The sprinkler system(s) shall be submitted under separate permit. Note this on plans.

17. Portable fire extinguishers shall be installed pursuant to the Uniform Fire Code. Note this on plans and show locations.

18. An automatic/manual fire alarm system shall be installed pursuant to City requirements under a separate permit. Note the following on the plans:

a. Apartment House or Residential Condominiums – Three (3) or more stories in height or containing 16 or more dwelling units.

b. Mixed Use Occupancies – The alarm system shall notify all occupants in the event of a fire. The system shall include automatic smoke detection

throughout the entire complex and be provided with a notification system approved by the Chief that indicates the presence of residential dwelling units.

19. An emergency evacuation plan for each building subject to the approval of the Fire Department shall be provided. Note this on plans.

20. Commercial dumpsters shall not be placed within five (5) feet of combustible walls, openings or roof eaves lines unless sprinkler coverage is provided.

21. Industrial interceptors shall be installed, as necessary, for the proper handling of liquid wastes containing grease, flammable wastes, sand, acid or alkaline substances in order to protect liquid wastes resulting from parking and cleaning areas from contaminating the public or private storm drainage systems. These devices shall be maintained by the owner/operator per manufacturer specifications.

22. The 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:

_____		
Property Owner		Date
_____		
Contractor	Date	License No.
_____		
Architect	Date	License No.
_____		
Engineer	Date	License No.

The construction drawings shall also include one or more separate plan sheets outlining a detailed description of design details considered by both the Planning Commission and the Historic Landmarks Commission in review of the project so that building inspectors on-site may verify that both of the Commissions' directions have been implemented. These details shall include, but not be limited to, building colors and materials, architectural details, landscaping, paseo and plaza dimensions, building separations, and building heights.

23. The building plan cover sheet for Area B shall include tabulations of building statistics for Area B, including square footage of each vacation ownership units and number and type of units and total area of units.

H. Prior to issuance of the Certificate of Occupancy for Area B, the Owner 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. Public improvements as shown on the improvement plans approved by the City Engineer.

3. A final report on the results of the archaeological monitoring shall be submitted to the Environmental Analyst within 180 days of completion of the monitoring or prior to the issuance of the Certificate of Occupancy (Final Inspection), whichever is earlier.

4. Safety procedures and evacuation routes shall be posted throughout the development and a "safety coordinator" shall be designated for the development to provide efficient interaction with emergency personnel in the event of an emergency and to ensure that safety programs are properly designed and maintained. Such an individual shall know the location and function of all emergency systems in the development.

PLANNING COMMISSION CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL FOR ENTRADA AREA C

JULY 11, 2001

A. Prior to the issuance of building permits for the Project (Area C) on the Real Property, the following conditions shall be imposed on the use, possession and enjoyment of the Real Property and shall be recorded by the Owner with the Final Map as part of an Agreement Relating to Subdivision Conditions Imposed on Real Property which agreement shall be reviewed as to form and content by the City Attorney, Community Development Director, and Public Works Director:

1. Owner shall provide for the uninterrupted flow of water through the Real Property including, but not limited to, swales, natural water courses, conduits, and any access road as appropriate. Owner is responsible for the adequacy of any drainage facilities and for the continued maintenance thereof in a manner which will preclude any hazard to life, health, or damage to the Real Property or any adjoining property.

2. Owner shall assign to the City of Santa Barbara the exclusive right to extract water from under the Real Property.

3. Owner shall comply with the Area C 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 (Area C) shall be provided and regularly maintained in accordance with said landscape plan.

4. The development of the Real Property (the Area C "Project") is limited to that project description and development and site plan for Area C approved by the Planning Commission on July _____, 2001, more specifically described as 7,936 sq. ft. of non-residential building area, 17 time-share units (34 units including lock-out units), a 2,500 sq. ft. Visitor Information Center, and the improvements shown on the Tentative Subdivision Map/Development Plan for Area C signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.

5. All exterior lighting, where provided, shall comply with the City's Lighting Ordinance and shall be of low intensity in order to provide aesthetically pleasing lighting which promotes safety, but shall not impose on adjacent properties and uses. No floodlights shall be allowed. All lighting shall be directed toward the ground.

6. Owner and all businesses operating from the Real Property (Area C) shall contact the Metropolitan Transit District (MTD) to purchase bus passes or the equivalent for those employees requesting such passes. The passes shall be provided free of charge to employees who request them and shall allow travel to and from work. Notice of the free passes shall be provided to employees at the time they are hired.

7. Notice of MTD bus routes and schedules shall be placed and maintained up-to-date manner at a central (public) location accessible to all Project employees and time-share residents.

8. All Project employees shall also be made aware of the Ride-Sharing Program or similar successor programs administered by the Santa Barbara County Association of Governments or successor agency. All businesses operating from the Property (Area C) shall have all employees registered semi-annually in the Ride-Sharing Program and shall make every effort to encourage participation in the Ride-Sharing program.

9. Parking lot sweeping and trash pickup operations shall be prohibited on the Project site between the hours of 10:00 p.m. and 7:00 a.m.

10. A minimum of 29 bicycle parking spaces shall be provided and maintained on the project site.

11. The Agreement shall provide express requirements imposed on the owner(s) of the time-share estates (and their operator or agents) which assure full compliance with the requirements of the City's Transient Occupancy Tax ordinance (SBMC Chapter 4.08) including, but not limited to, the following requirements:

a. For the reporting to the City Finance Director of all transient occupancy revenues from the time-share units (whether primary or "lock-out" type).

b. For the collection of the applicable Transient Occupancy Tax, including any applicable late penalties.

c. For the prompt timely payment of such taxes and applicable penalties to the City.

d. Record keeping requirements sufficient to establish, to the City's reasonable satisfaction, when a time-share unit (whether primary or "lock-out" type) has been occupied by a time-share owner, a member of the owner's immediate family, or a non-paying guest of the owner under circumstances where no monetary consideration accrues to the owner as a result of the guest's or family member's occupancy and, therefore, S.B.M.C. Chapter 4.08, as currently enacted, does not apply to the occupancy.

e. A methodology for establishing the daily fair market rent paid as a result of the occupancy of a time-share unit (whether primary or "lock-out" type) by a non-owner where the occupancy is not a result of the payment of cash consideration.

f. Appropriate record keeping requirements sufficient to allow the City to audit the time-share owners (or the Project operator or agents thereof) for compliance with the City's Transient Occupancy Tax Ordinance; and

g. The Owner will expressly acknowledge that the above-stated Transient Occupancy Tax conditions are for the express purpose of enforcing the reporting and collection of the City's Transient Occupancy Tax as such tax is enacted on the date of the approval of Owner's Project.

h. Owner shall also expressly acknowledge that the City Council of the City may, through an amendment to SBMC Chapter 4.08, extend the applicability of the Transient Occupancy Tax to the occupancy of its time-share units by the owners of such units (including non-paying family members and guests). The Owner will further acknowledge that, should such an amendment to SBMC Chapter 4.08 be enacted, the provisions of the above-referenced agreement with respect to the record keeping, reporting, and collection of City Transient Occupancy Taxes will apply with equal force to the occupancy of time-share units by an owner thereof, as well as to members of the owner's family and non-paying guests of the owner.

12. The Owner shall enter into a Public Parking agreement with the City with respect to the permanent availability of approximately 98 off-street parking spaces for use by the general public on a non-preferential basis (i.e., without preference to patrons, employees, or tenants of the Project or the time-share units) in a manner consistent with the retail parking program of the City. Such agreement shall be recorded at the Office of the County Recorder, and include, but not be limited to the following requirements:

a. Conditions of operation which assure that the public parking will have an initial period of free parking at least equal to the period of free parking offered by the City at the majority of its Central Business District public retail parking facilities.

b. Conditions which require an hourly parking, rate structure for the public parking spaces which is not greater than that charged by the City at the majority of its Central Business District parking facilities.

c. A waiver of the right to protest the extension of the City's Parking and Business Improvement Areas Assessment

(SBMC Chapter 4.37) should the City choose to extend its application to the area of the project.

13. All Existing Development Rights under Title 28 of the Santa Barbara Municipal Code for the Sending and Receiving Sites, measured by number of hotel rooms and square feet of floor area, shall be clearly and accurately designated on the Sending and Receiving Site Development Plans pursuant to SBMC 28.95.070.B.2. The agreement by which the Existing Development Rights are to be transferred shall be reviewed and approved by the City Attorney and the Community Development Director pursuant to SBMC 28.95.070.B.3 and recorded with the County Recorder. Proof of the elimination of the Existing Development Rights from the sending site area shall be reviewed and approved by the Community Development Director prior to recordation of the transfer instrument pursuant to SBMC 28.95.070.B.4. Proof of recordation and proof of elimination of the Existing Development Rights on the sending site shall also be submitted to the Community Development Director pursuant to SBMC 28.95.070.B.5.

14. The proposed vacation-ownership units shall be marketed as time-share units (as defined by California Business and Professions Code Section 11003.5) in accordance with a sales/marketing plan to be submitted to the City and approved by the Community Development Director and the City Attorney, prior to the recordation of any one of the Final Subdivision Maps for the project. The sales/marketing plan shall include, but not be limited to, the times, areas, and methods used to sell the vacation ownership time-share units, marketing methods to be used, on-and off-site marketing and signage, and provisions for re-sale of units. The sales/marketing plan shall also include provisions to ensure that no sale or re-sale of interest in the project shall allow for any occupancy of one primary unit or lock-out unit by owner or other occupants in excess of 30 consecutive days.

15. The Owner shall also provide a time-share-marketing contingency and conversion plan outlining actions to be taken by the applicant if 50 percent of the time available to be sold for the vacation-ownership estates located on Area A, Area B, or Area C fail to sell within two years of the issuance of the Certificate of Occupancy for the first unit located on Area A, Area B, or Area C. This plan shall include enforceable mechanisms to ensure compliance with the contingency and conversion plan or appropriate conversion of the remaining units to transient occupancy hotel uses in a manner consistent with the applicable zoning and the City's Certified LCP to the satisfaction of the Community Development Director and the City Attorney. Any time-share conversion proposed pursuant to this plan to a use other than transient occupancy hotel use shall be subject to review and approval by the Planning Commission and shall require an amendment to the Coastal Development Permit.

16. The plaza and paseo areas, and access to the parking structure, as shown on the approved plans, are to remain open and available for public use. If security issues related to the plaza, paseo, or courtyard areas arise, the Owner may propose

alternatives to keeping these areas open to the public, and any change in this regard shall be subject to review and approval of the Planning Commission.

17. The Owner shall provide a plan for the encouragement of public use of the plaza and paseo areas as shown on the approved plans. The plan shall include adequate provisions for the installation and maintenance of a variety of amenities (street furniture, tables, benches, etc.) available for the use of the general public. The plan shall be subject to the review and approval by the Community Development Director.

18. All weekday deliveries to the Project premises shall be scheduled for times outside of the weekday evening 4-6 p.m. peak traffic hours and all day on weekends and Holidays.

19. A Visitor Information Program shall be prepared and implemented to provide information to vacation ownership unit occupants prior to arrival at the project. The program shall be subject to review and approval by the Community Development Department and the Transportation Planning Division and shall include, but not be limited to:

a. A means of providing train, bus, time-share shuttle and airline schedules and maps and information to prospective time-share unit guests.

b. A means of providing time-share unit guests with information on the availability of valet parking upon check-in, alternative transportation modes, schedules, and maps of access to the Central Business District, beach area and other local and regional points of interest. In addition, the time-share unit operator shall contact the Metropolitan Transit District to purchase bus and/or shuttle passes or tokens for hotel guests. The availability of these passes shall be made known to all guests.

c. An explanation of the City's clean air and energy reduction goals, and an explanation of the benefits of using alternative transportation modes.

d. Provisions for optional valet parking at registration/check-in.

20. The Owner shall provide shuttle service to the Santa Barbara Airport and Railroad Depot for arriving and departing vacation ownership unit occupants.

21. The Owner shall provide a plan for the retention of the existing coastal recreational uses (i.e. bike and kayak rentals) on the subject property prior to issuance of a demolition, grading, or building permit for the project. The plan shall be subject to review and approval by the Community Development Director.

22. Any changes of the land uses located on Area C (to the extent such changes constitute "development" under Public Resources Code Section 30106 of the California Coastal Act) approved as part of this Coastal Development Permit shall require an amendment to the Coastal Development Permit for Area C.

23. The Owner shall prepare for the review and the approval of the Community Development Director a plan for the operation of the proposed time-share units located on Area C which includes:

1. Operation provisions that any timeshare unit located on Area C which is not in use by the timeshare estate owner or his/her authorized guests or invitees or authorized timeshare exchange guests ("Vacant Timeshare Unit"), shall be available for public use as a transient occupancy hotel unit.
2. Implementation of an operational plan which will maximize the rental of the vacant time-share units in Area C to the general public for transient occupancy hotel purposes.

24. The Owner provide a Shared/Off-Site Parking Agreement which provides for shared parking in the Parking Facilities located in Areas A, B, and C among, between and for the benefit of Areas A, B and C and for the permanent maintenance of the Parking Facilities.

The form and content of the Shared/Off-Site Parking Agreement shall be subject to review and approval of the City Attorney, Community Development Director, and Public Works Director, and shall be recorded in the official records of Santa Barbara County as real property covenants with respect to Areas A, B, and C. Any modification to the Shared Parking Agreement, the Parking Facilities or their operation as described in the Project Approvals for Areas A, B and C shall require an amendment to the Coastal Development Permits for Areas A, B and C.

B. The Owner shall submit the following or evidence of completion of the following to the Public Works Department prior to recordation of the Final Map for either Area A, Area B or Area C. All public improvements shall be completed prior to issuance of a Certificate of Occupancy for any structure to be constructed on Area A, Area B or Area C:

1. Owner shall provide Improvement Plans for construction of improvements on State Street, Mason Street, and Helena Avenue as such improvements are generally indicated on the Plans approved by the Planning Commission, DP2S, DP3S, and DP4S, and these conditions of approval. Improvements shall include, but are not limited to, curbs, gutters, sidewalks, driveways, City-approved pavement on aggregate base, pavement striping, underground utilities, street lights with underground wiring, appropriate directional and

regulatory traffic control signs, extension and/or replacement of City utility mains, sewer system, water system, and drainage system, including adequate positive drainage. The improvement plans shall include the road narrowing transition improvements to accommodate the proposed reduction in traffic lanes on State Street. Improvements shall also include relocated bus pockets near the intersection of State and Mason Streets and public improvements as indicated on the project plans approved by the Planning Commission. A copy of the Conditions of Approval shall be placed on the Improvement Plans. The Improvement Plans shall be prepared by a registered Civil Engineer and reviewed by the City Engineer, the Transportation Manager, and shall be signed by the City Engineer.

The Owner shall indicate on the Improvement Plans that all existing utility mains that were installed more than ten years ago beneath all new "Enhanced Pavement" areas including sidewalks, as indicated on the plans approved by the Planning Commission, shall be replaced with new pipe prior to the placement of the enhanced pavement. Proposed Enhanced Pavement materials shall be reviewed and approved by the Public Works Department and the Historic Landmarks Commission.

The Improvement Plans shall also include the following items, subject to review and approval by the Public Works Department:

a. The crosswalks at the intersection of State and Mason shall be configured to match the State Street Plaza design per the approval of the Public Works Director and Historic Landmarks Commission.

b. The width of Mason Street where parking is provided on both sides shall be 36 feet (two 8-foot wide parking lanes, two 10-foot wide travel lanes) to allow for two feet of additional sidewalk on each side of Mason Street.

c. The Mason Street crosswalks at the intersection of State Street shall remain 24 feet wide to accommodate vehicles turning right. The width of the Mason Street mid-block crossing shall remain 20 feet wide.

d. The striping for parallel parking on Mason Street shall be omitted.

e. The curb cut on State Street, parallel to the existing Channel Islands Surf Shop (29 State Street), shall be reduced such that it does not provide service to Site A. The curb cut shall be reduced to the width of the future driveway of 16 feet, whichever is less.

f. Provisions for covered and lighted transit (bus) stops to be approved by the Metropolitan Transit District and the Transportation Planning Division Manager.

g. Reconstruction of Helena Avenue south of Mason Street to the south end of the property frontage. The sidewalk and roadway shall be concrete. The improvements shall include: (i) a transition between the proposed project improvements and existing conditions, and the transition shall extend south of the subject property frontage; and (ii) associated drainage improvements; all to the satisfaction of the Public Works Department.

h. Owner shall provide plan and profile sections of all underground pipes and drainage structures on the public right-of-way plans. The drainage improvements shall convey the 25-year storm event.

2. The Owner shall submit for the review and approval of the Community Development Director and the Public Works Director, a drainage and polluted runoff control plan (hereinafter the "Plan") for all permanent and temporary development authorized for Area C, designed by a licensed engineer which reduces the volume, velocity and pollutant load of storm water leaving the developed site to the maximum extent reasonably feasible. The Plan shall include but not be limited to the following criteria:

a. Post-development peak runoff rates, average volumes and average pollutant load shall not exceed predevelopment conditions.

b. Runoff from all roofs, parking areas, driveways and other impervious surfaces shall be collected and directed through a system of vegetated and/or gravel filter strips or other media filter devices designed and maintained to remove environmental pollutants from storm water runoff.. The filter elements shall be designed to 1) trap sediment, particulates or other solids and 2) remove or mitigate contaminants through filtration and/or biological uptake. The drainage system shall also be designed to convey and discharge runoff in a non-erosive manner.

c. The Plan shall include provisions for maintaining the drainage and filtration systems so that they are functional throughout the life of the approved development. Such maintenance shall include at least the following: (1) the

drainage and filtration system shall be inspected, cleaned and repaired prior to the onset of the storm season, no later than September 30th each year and (2) should any of the project s surface or subsurface drainage/filtration structures fail or result in increased erosion, the Applicant/landowner (or its successor-in-interest) shall be responsible for any necessary repairs to the drainage/filtration system and restoration of the eroded area, including the use of native vegetation from local stocks.

d. The Plan shall include all relevant best management practices.

3. The Owner shall submit to the Public Works Department a Final Map for Area C prepared by a licensed Land Surveyor or registered Civil Engineer.

4. Owner shall provide an Executed Agreement for Land Development Improvements and improvement security for construction of improvements.

5. The Owner has submitted an application for a Substantial Encroachment Permit to the City for the arcade encroachment on Mason Street. There shall be no private use or occupation of the encroachment. The encroachment shall be reviewed for approval by the City Council. If the Substantial Encroachment is approved by the City Council, the Owner shall provide a separation distance of two-feet from the curb to the arcade encroachment.

6. The Owner shall enter into an agreement to maintain all enhanced roadway pavement within and adjacent to the proposed pedestrian crossings and the intersection of State and Mason Streets. The agreement shall be reviewed and approved by the City Attorney and the Public Works Director, and shall be recorded in the Office of the County Recorder.

C. The Owner shall submit the following or evidence of completion of the following to the Public Works Department prior to issuance of a Public Works Permit or Building permit for the effected area.

1. The Owner shall obtain Minor Encroachment Permit(s) from the Public Works Department for encroachment and continued maintenance of any private improvements or enhanced pavement materials, that are dissimilar to the City approved enhanced paving materials, which extend from the subject property into the public right-of-way at the locations of plazas and paseos.

2. To the maximum extent feasible, the Owner shall underground all overhead utilities, including transmission and distribution lines, fronting and within the subject property, exclusive of those overhead utilities which cross the UPRR right-of-way. The Owner shall contact all public utility

companies that have mains and services on State Street, Mason Street, and Helena Avenue, and provide a written request to the public utility companies for an analysis of their existing utilities to see if any main or utility service are aged and require replacement prior to restoration of construction within the public right-of-way. The Owner shall make allowance for and accommodate the utility companies in performing any utility main or service replacement work. The Owner shall submit a completed Underground Utility Personnel Contact Sheet to the Land Development Engineer.

3. As provided by SBMC Section 27.08.025, prior to the issuance of a certificate of completion for either Area A, B or C, all overhead utilities on the west side of Helena Avenue between Mason Street and Cabrillo Boulevard, including the overhead utilities and existing utility poles shown to be removed as shown on sheet DP 6S of the plans approved by the Planning Commission, shall be placed underground at the applicant/developer's expense provided, however, that the undergrounding of the existing utility services to adjacent properties on Helena Avenue which are served by the utility lines indicated to be removed on the approved plans is contingent upon the execution of a license agreement, between each of the affected adjacent property owners and the applicant, for entry on property or work on adjacent buildings owned by adjacent property owners for the purposes of accomplishing the undergrounding of their utility service connection, which license agreement shall be in a form acceptable to the City Engineer and the City Attorney.

Should the agreement fail to be executed by all affected adjacent property owners within sixty (60) days following approval of the form of the agreement by the City Attorney, the applicant shall be relieved of the obligation to underground utilities that serve the affected properties on Helena Avenue. The Owner shall provide for building guy anchors to secure any remnant utility poles associated with the project undergrounding activities to the satisfaction of the utility pole owner.

4. Coordinate all proposed abandonment of City utilities, structures and meters within the public right-of-way with the Public Works Department Utility Supervisors (805) 564-5409.

5. The Owner shall submit to the Public Works Department a video camera inspection of the existing State Street storm drains, downstream of the subject property. An inspection report or video shall be submitted to the Land Development Engineer. If obstructions or deficiencies are found in the storm drainpipes, the Owner, prior to issuance of a certificate of occupancy for any improvements, shall rectify obstructions and/or deficiencies to the satisfaction of the Public Works Department.

6. Along the property frontage of Mason Street and Helena Avenue, the Owner shall remove existing concrete curb and replace with sandstone curb as required by the Historic Landmarks Commission. The existing deteriorated or substandard sandstone curb shall be replaced or restored to City standards. Restoration and replacement with sandstone curb shall include new City standard concrete gutter at locations determined appropriate by the Public Works Department. New City standard curb drains shall be provided to convey roof drainage under sidewalks to the street.

7. The existing street address and contractor names within the existing concrete sidewalk shall be protected and preserved to the satisfaction of the Public Works Director and subject to review and approval by the Historic Landmarks Commission.

8. The Owner shall provide State Street Decorative style streetlights along State Street, Mason Street, and Helena Avenue fronting the subject property, as required by the Public Works Facilities Superintendent. Existing light standards may be relocated if approved by the Public Works Facilities Superintendent. The new streetlights shall be metered. The street light standards shall be 'Awlgrip 2' epoxy paint coated, or equivalent, as approved by the Public Works Facilities Superintendent. Along the subject property street frontage, the Owner shall retire all existing street lights located on existing utility poles. The Owner shall coordinate all street light related improvements with the Public Works Facilities Superintendent (805) 564-5415. All existing light standards which are relocated must be coated with 'Awlgrip 2' epoxy paint or equivalent as approved by the Facilities Construction Superintendent, to match in kind the coating of the new light standards. All street light alterations shall be subject to review and approval by the Historic Landmarks Commission.

9. The Owner's contractor shall coordinate all public improvements with any adjacent contractors performing similar work in the vicinity specifically for the narrowing of State Street-related improvements.

10. The Owner's representative shall meet with the City Police Department Crime Analyst to determine how lighting, locking mechanisms, egress and fencing can be designed and installed so as to reduce the potential number of calls for police service from occupants of the Real Property.

11. The Owner shall create a sign program and install signage for the public rights-of-way within the immediate vicinity of the project site addressing the needs of motorists, bicyclists, pedestrians, transit users, and quadricycle users. This plan shall be subject to review and approval by the Transportation Planning Manager, the Sign Committee and the Historic

Landmarks Commission (and/or Sign Committee in lieu of HLC as determined by the Community Development Director).

D. Prior to the recordation of the Final Subdivision Map for Area C, the Owner shall enter into a written Owner Participation Agreement with the Redevelopment Agency of the City of Santa Barbara, in a form and content acceptable to the Agency Executive Director and Agency Counsel, which provides for the following;

1. The construction, as part of Area C improvements, (at the location shown in the approved plan for Area C) of a commercial condominium structure of approximately 2,500 square feet to be either sold or leased to the Redevelopment Agency or the City of Santa Barbara at a mutually agreed upon price determined by a certified appraiser acceptable to the Agency or City and owner based on a fair market value for a restricted public/community priority use as a community visitor center with public restrooms. If the purchase of the building proves infeasible for the Redevelopment Agency or the City of Santa Barbara, then a long-term lease may be substituted for sale of the condominium space.

2. That the Agency will provide a public parking facility located at 125 State Street in order to satisfy the parking needs of the Visitor Information Center prior to the issuance of a Certificate of Occupancy for the Visitor Information Center.

E. The following Project Components are subject to the review and approval of the Historic Landmarks Commission (HLC), and as so approved, shall be finalized and specified on the construction plans submitted for building permits:

1. The Project shall minimize visual impacts of street utilities (i.e. traffic signal boxes) to the greatest extent reasonably feasible.

2. Exterior lighting, where provided, shall comply with the City's Lighting Ordinance and shall be of low-intensity in order to provide aesthetically pleasing lighting which promotes safety, but does not impose on adjacent properties and uses. All lighting, other than lighting within time share units, shall be energy-efficient lighting of a type other than incandescent, except as determined to be impractical by the Community Development Director.

3. The Owner shall submit final building plans that demonstrate that the new improvements on Area A provide a twenty-five (25) foot setback from the "top of bank" (as that term is defined in SBMC 28.87.250) of the then adopted proposal for or the then approved proposal for the widened alignment the Lower Mission Creek Flood Control Project; provided, however, under no circumstances shall the existing Californian Hotel improvements be required to be reconfigured or relocated by reasons of this Condition.

F. The existing "Paddle Sports" building at 100 State Street shall be documented for the City's Historical archives, pursuant to the City's standards as outlined in the Community Development Department document entitled "Required Documentation Prior to Demolition" prior to issuance of a building permit for alteration of the subject building.

G. Prior to issuance of demolition, grading or building permit for either Area B or C, the Owners shall:

1. A complete hazardous materials/waste site assessment shall be obtained by the Owners and approved by the County Protection Services Division delineating the vertical and lateral extent of the contamination.

2. The Owner shall demonstrate compliance with all applicable federal, state, and local regulations relative to remediation of hazardous materials on the subject property. Evidence of compliance shall be provided to both to the County Protective Services Division and City Community Development Department.

3. An Emergency Response Plan shall be formulated by the Owner and approved by the City Fire and Police Departments which addresses evacuation of the development in the event of a train derailment or release of hazardous materials from a train car.

4. Apply for and receive approval from the Parks Commission for the removal and relocation of any existing street tree(s), which the applicant proposes to remove. The Owner shall, at the Owners expense, relocate trees to the location reasonably designated by the City Arborist.

5. A qualified representative of the Owner/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 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.

6. Provide a construction schedule including the name and phone number of the Project Environmental Coordinator (PEC) as a contact person to property owners and tenants (including business owners on Helena Avenue) within 450 feet of the project.

7. A source reduction/recycling plan shall be developed for the proposed project and submitted for review and approval by the City's Environmental Analyst and the County's Solid Waste Division. This plan shall include, but not be limited to, the following measures which shall be incorporated into the demolition and construction plans submitted for building permits:

a. Space and/or bins for storage of recyclable material shall be provided within the proposed project site. The timeshare and restaurant operators shall encourage guests to recycle by using recyclable materials, and providing sufficient and appropriate receptacles such as recycling or green waste containers, in each room. Vacation ownership and restaurant operators shall construct facilities to adequately provide recycling for food production areas.

b. Recycling of demolition/construction materials shall be carried out and containers shall be provided on site for that purpose.

8. Contract with a City-approved archaeologist 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 Heather Macfarlane, dated June 10, 1997 (revised August 10, 1997). The contract shall establish a schedule for monitoring and a report to the City Environmental Analyst on the findings of the monitoring. The Contract shall be subject to the review and approval of the Environmental Analyst, and the executed contract shall be reproduced on demolition, grading and building plans.

9. An interior noise analysis for the vacation ownership units located in Area C and identified in the Noise Analysis prepared by Dudek and Associates, dated October 5, 1998, shall be submitted to the Community Development Department, and approved by the Environmental Analyst. This study shall include the implementation of measures to attenuate interior noise levels to 45 dB(A) L_{dn}, including air-conditioning and/or mechanical ventilation, or the inclusion of sound-rated windows. Mechanical Ventilation shall be provided in these units only if no other sound attenuation options prove feasible.

10. The buildings located adjacent to Areas B and C shall be evaluated by a structural engineer to ensure that the buildings are not fragile or extremely fragile. If these buildings are considered fragile or extremely fragile, the applicant shall propose alternative methods of pile driving, as approved by the Community Development Director and Building Official.

11. A construction conference shall be scheduled by the General Contractor. The conference shall include representatives from the Public Works Department, Building Division, and Planning Division; and the applicant, property owner, Project Environmental Coordinator, and contractor. Coordination of construction activities with other projects in the Waterfront area shall be included in this meeting.

12. The applicant shall prepare an Odor and Smoke Abatement Plan to be approved by both the City Community Development Director and the County Air Pollution Control District (APCD) prior to issuance of a building permit for any food service use within Area C.

H. The following requirements shall be incorporated into, or submitted with the construction plans submitted to the Division of Building and Safety with applications for grading, demolition, and building permits, and implemented on-site during the demolition, grading, and construction period. All of these construction requirements must be completed in each Area of the Project prior to the issuance of a Certificate of Occupancy for that Area:

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.

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

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

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.

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

6. If any archaeological artifacts, exotic rock (non-native) or unusual amounts of shell or bone are uncovered during any on-site grading, trenching or construction activities, all work must stop immediately in the area, and a City-approved archaeologist retained to evaluate the deposit. The City of Santa Barbara Environmental Analyst must also be contacted for review of the archaeological find(s). 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. The City-approved archaeologists shall be present during grading and/or construction activities, which disturb the area described above. The archaeologist's monitoring shall include the following provisions:

a. Any soils disturbance during site preparation, grading (cut and fill), earthquake retrofit, foundation, and/or utilities trenching in the project area are monitored by the City-approved archeologist during these activities. For those areas in which the locations of potentially important historic and prehistoric archeological remains are anticipated to occur based on the results of the Phase 1 survey, an extended Phase 1 survey shall be consisting of limited backhoe trenching or shovel test pits (STPs) be conducted prior to the construction phase of work in order to identify and document those resources and determine whether additional Phase 2 evaluation is required.

b. If cultural resources are encountered or suspected, work shall be halted immediately, and 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 the findings are potentially significant, a Phase 3 recovery program shall be prepared and accepted by the Environmental Analyst and the Historic Landmarks Commission. That portion of the Phase 3 program, which requires work on-site, shall be completed prior to continuing construction in the affected area.

c. If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted and shall remain present during all further subsurface disturbances in the area of the find.

7. Construction activity shall be prohibited Saturdays, Sundays, and holidays and between the hours of 7 p.m. to 7 a.m. Holidays are defined as those days which are observed by the City of Santa Barbara as official holidays by City employees.

8. All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.

9. Construction parking shall be provided as follows:

a. During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Community Development Director.

b. 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 unless an appropriate temporary encroachment permit is obtained by the Owner.

10. All construction-related trips (workers, equipment and deliveries) shall not be scheduled during peak hours (4:00 p.m. to 6:00 p.m.) to help reduce traffic on adjacent streets and roadways. The routes of all construction related trucks, three tons of more, shall be subject to the review and approval of the Traffic Engineer.

11. A plan for rerouting of vehicular and pedestrian traffic around the project area during project construction shall be submitted by the applicant and reviewed and approved by the Public Works Transportation Division prior to issuance of any grading or building permits for the proposed project. This plan shall also include measures to ensure pedestrian safety during project construction, and coordination with construction of other projects in the Waterfront area.

12. The development shall be constructed with fire retardant materials and shall have smoke detectors uniformly installed throughout the project site.

13. Fire sprinkler systems shall be installed where code and the Fire Chief indicate they are necessary, with special emphasis on the portions of the development which are located immediately adjacent to the areas which could be directly impacted by a train derailment.

14. The rear wall of the parking structure directly adjacent to the railroad tracks in Area C shall be designed and constructed in a manner which provides for the optimum resistance to damage from a train collision (some flexibility in the supporting members would probably be desirable), and primary structural support for the parking structure should be provided principally in the central and southern portions of Area C (in the event that the rear wall is heavily damaged, these structures could have their primary support at other points not anticipated to be damaged from train derailment).

15. Fire hydrants shall be located within 300 feet of all exterior walls by way of access. The hydrant shall be provided with one (1) four inch (4") and two (2) two and a half inch (2 ½") outlets and shall flow a minimum of 1250 gallons per minute. Show all existing and new hydrants within scope of project on plans.

16. A project directory including a map and listing of all units on the site shall be posted at the entrance to the property. Note this on the plans.

17. An automatic sprinkler system shall be provided for new structures and additions over 5000 square feet. The sprinkler system(s) shall be submitted under separate permit. Note this on plans.

18. Portable fire extinguishers shall be installed pursuant to the Uniform Fire Code. Note this on plans and show locations.

19. An automatic/manual fire alarm system shall be installed pursuant to City requirements under a separate permit. Note the following on the plans:

a. Apartment House or Residential Condominiums – Three (3) or more stories in height or containing 16 or more dwelling units.

b. Mixed Use Occupancies – The alarm system shall notify all occupants in the event of a fire. The system shall include automatic smoke detection throughout the entire complex and be provided with a notification system approved by the Chief that indicates the presence of residential dwelling units.

20. An emergency evacuation plan for each building subject to the approval of the Fire Department shall be provided. Note this on plans.

21. Commercial dumpsters shall not be placed within five (5) feet of combustible walls, openings or roof eaves lines unless sprinkler coverage is provided.

22. Industrial interceptors shall be installed, as necessary, for the proper handling of liquid wastes containing grease, flammable wastes, sand, acid or

alkaline substances in order to protect liquid wastes resulting from parking and cleaning areas from contaminating the public or private storm drainage systems. These devices shall be maintained by the owner/operator per manufacturer specifications.

23. The 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:

_____

Property Owner
Date

_____

Contractor Date
License No.

_____

Architect Date
License No.

_____

Engineer Date
License No.

The construction drawings shall also include one or more separate plan sheets outlining a detailed description of design details considered by both the Planning Commission and the Historic Landmarks Commission in review of the project so that building inspectors on-site may verify that both of the Commissions' directions have been implemented. These details shall include, but not be limited to, building colors and materials, architectural details, landscaping, paseo and plaza dimensions, building separations, and building heights.

24. The building plan cover sheet for Area C shall include tabulations of building statistics for Area C, including square footage of each vacation ownership units and number and type of units and total area of units.

I. Prior to issuance of the Certificate of Occupancy for Area C, the Owner shall complete the following:

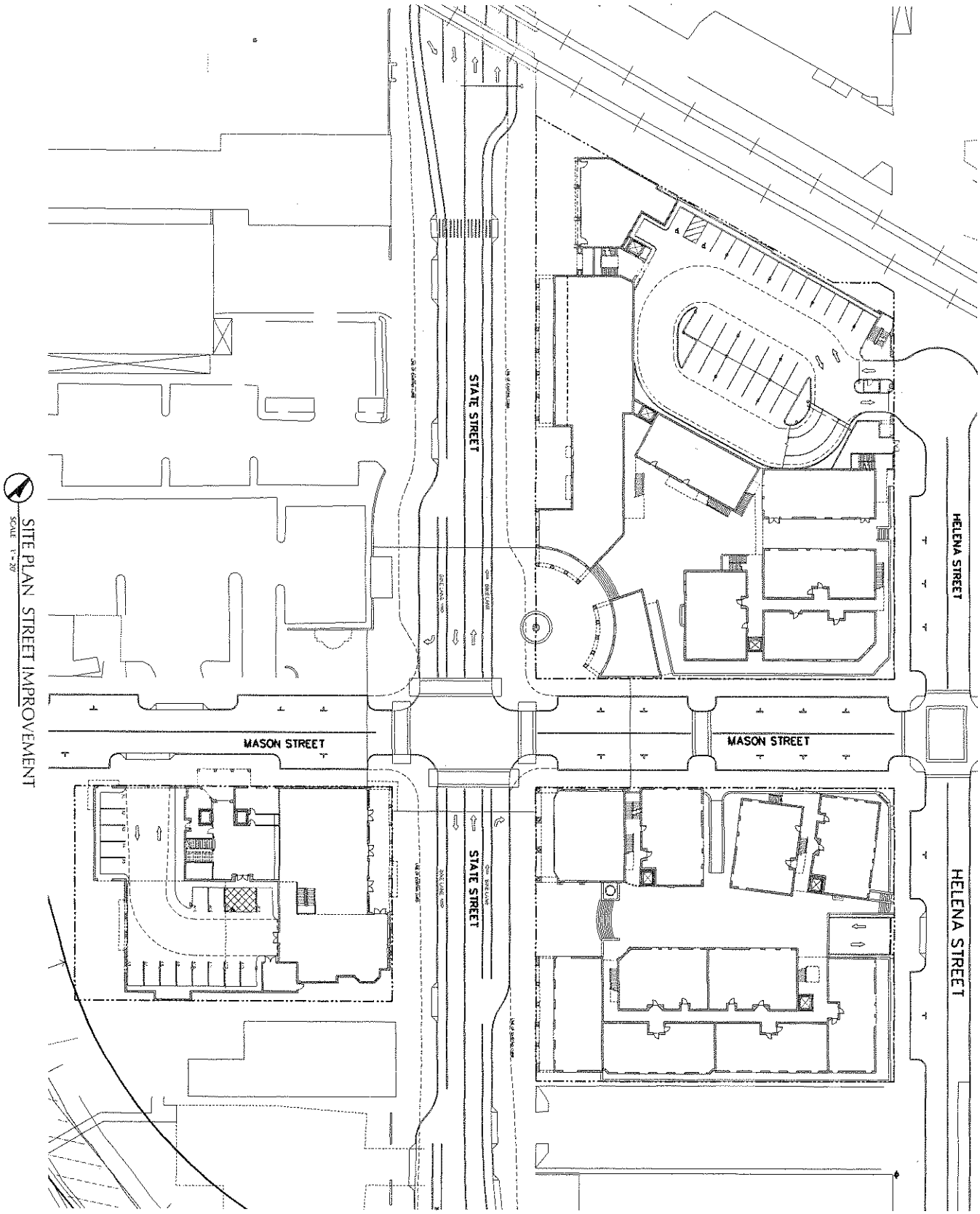
1. Repair any damaged public improvements (curbs, gutters, sidewalks, etc.) subject to the review and approval of the Public Works Department. Where tree roots are the cause of the damage, the roots are to be pruned under the direction of the City Arborist.

2. Public improvements as shown on the improvement plans approved by the City Engineer.

3. A final report on the results of the archaeological monitoring shall be submitted to the Environmental Analyst within 180 days of completion of the monitoring or prior to the issuance of the Certificate of Occupancy (Final Inspection), whichever is earlier.

4. Safety procedures and evacuation routes shall be posted throughout the development and a "safety coordinator" shall be designated for the development to provide efficient interaction with emergency personnel in the event of an emergency and to ensure that safety programs are properly designed and maintained. Such an individual shall know the location and function of all emergency systems in the development.

5. An exterior noise analysis for the recreation area on Site C shall be prepared by a qualified noise consultant and submitted to the Environmental Analyst. The noise analysis shall verify that the noise attenuation measures described in the Supplement to October 1988 Noise and Vibration Report for the Entrada de Santa Barbara reduce noise levels in the recreation area to 70 dB(A) Ldn.



Entrada de Santa Barbara

OVERALL SITE PLAN

LENNY YATES - VAN TOY

EXHIBIT B

DUDEK
& ASSOCIATES
A California Corporation

Engineering,
Environmental Sciences and
Management Services

Santa Barbara Office:
621 Chapala Street
Santa Barbara, CA 93101

805.963.0651
Fax 805.963.2074

May 18, 2001

Ms. Debra Andaloro, Project Planner
City of Santa Barbara
Community Development Department
Planning Division
630 Garden Street
Santa Barbara, CA 93102

RECEIVED
MAY 18 2001
CITY OF SANTA BARBARA
PLANNING DIVISION

SUBJECT: Refinements to Pending Applications for Approval of the Entrada de Santa Barbara Project located on Assessor's Parcel Numbers 033-081-003, 004, 005, 010 and 011, 033-102-004 and 014, 033-111-001, 002, and 003, in the City of Santa Barbara

Dear Ms. Andaloro:

S. B. Beach Properties, L.P. (the Applicant), is proposing to refine its pending applications for the private redevelopment project for Assessor's Parcel Numbers 033-010-004, 033-081-003, 004, 005, and 010, 033-102-004 and 014, 033-111-001, 002, and 003, which are located at the corner of State and Mason Streets.

As you know, on April 27, 2000, S. B. Beach Properties, L.P. team members went before Judge Anderley on the EDC lawsuit. At that time, Judge Anderle concluded the City should have prepared an EIR on "Views". Subsequently, on October 3, 2000, the City entered into a contract with SAIC to prepare the EIR on Views. On March 15, 2001 S. B. Beach Properties, L.P. team members attended the Planning Commission hearing on the Draft EIR on Views for the Entrada de Santa Barbara Project. Based upon input received at that hearing from the public, City staff and the Planning Commission, the Applicant requested that a joint Planning Commission/ Historic Landmarks Committee workshop be scheduled to discuss potential project refinements to address issues relating to height, bulk and scale of the proposed Entrada de Santa Barbara project. On May 8, 2001 a Joint Planning Commission/ Historic Landmarks Commission Workshop was held to discuss possible refinements to the Entrada de Santa Barbara Project. Subsequent to the workshop, the refinements have been completed. Specifically, the refinements are as follows:

- The number of vacation ownership units have been reduced from 81 with lockout down to 56 with lockout;
- All three (3) story vacation ownership units located along State Street have been removed;
- The visible (3) story vacation ownership unit located along Area B's waterfront boundary has been removed;
- A parking modification will no longer be required;

EXHIBIT C

- The width of the paseo through Area B has been expanded;
- The width of the paseo through Area C has been expanded;
- The setback from Mission Creek has been increased to accommodate a 25 foot setback from top of bank of the proposed Lower Mission Creek Flood Control Project; and,
- The pedestrian bridge in Area B has been removed.

Finally, the following materials are being transmitted to provide details regarding the proposed project refinements:

- 1 copy of the Project Description, including Project Statistics (attached to the cover letter)
- 1 copy of the Architectural Site Plan reductions (Areas A, B, C and Street) (8 ½" x 11")
- 7 copies of the Conceptual Landscape Plans (Areas A, B, C and Street)
- 7 copies of the Preliminary Grading and Drainage Plans (Areas A, B, C and Street)
- 7 copies of the Tentative Subdivision Maps (Areas A, B, C and Street)
- 7 copies of the Existing Survey Map (Areas A, B, C and Street)
- 7 copies of the Exterior Elevations and Building Sections (Areas A, B, C and Street)
- 7 copies of the Overhead Utility Relocation Plan
- 1 copy of the Measure E Analysis (attached to the cover letter)

We look forward to your input on the attached revisions to our pending applications; should you have any questions regarding the applications, please don't hesitate to give me a call.

Sincerely,

Kenneth E. Marshall

Kenneth E. Marshall, AICP
Division Manager

cc: William J. Levy
Bill Medel
Douglas E. Fell, Esq.
David VanHoy

Attachments

ENTRADA DE SANTA BARBARA
PROJECT DESCRIPTION

INTRODUCTION

The Entrada de Santa Barbara Project is a private redevelopment project, which will transform the area surrounding a portion of lower State Street and Mason Street into a revitalized urban environment. The refined Project includes approximately 19,364 square feet of beach-oriented shops and cafes (including the 2,500 square foot Visitor Information Center), 56 vacation ownership units (with lockout), and parking for 210 automobiles.

COMMUNITY CONTEXT

The Entrada de Santa Barbara Project will establish a strong connection between the activities along the waterfront and the State Street corridor. It is designed to compliment recently completed projects in the area including the Railroad Depot restoration, the Garden Street and Salsipuedes Street extensions, Waterfront Park, and other proposed projects such as the Harbor Master Plan, Stearns Wharf expansion.

Although primarily visitor-serving, the Entrada de Santa Barbara Project will provide shops and cafes for local residents as well as visitors to Santa Barbara. The site is accessible by many forms of transportation including train, bus, automobile and bicycle. The existing electric shuttle system operated by MTD connects the Entrada de Santa Barbara Project with the Downtown core and the Theater Arts district.

SITE PLANNING

The Entrada de Santa Barbara Project is organized as a pedestrian experience with human scale spaces occurring between buildings and along streets. The street level along State Street is devoted to beach oriented shopping and cafes lining the sidewalks. The wide sidewalks, covered arcades and three large open public plazas will provide ample space for outdoor dining, entertainment and strolling. Intimate entryways and paseos at the street level lead to vacation ownership units, which are located on the first, second, and third floor levels overlooking the street environment and internal paseos.

The central plaza, at the intersection of State Street and Mason Street, joins all of the Entrada de Santa Barbara Project components. This 120-foot diameter space provides a safe pedestrian crossing, which may also be utilized as an event plaza, perhaps on summer weekends.

Automobiles will continue to use State Street and Mason Street for access to, and through the area. State Street will be re-striped to become more pedestrian friendly and accommodate wider sidewalks and bike lanes. The existing on street parking along Mason Street and Helena Street

will be redesigned to allow for parallel parking. In addition, a multi-level parking facility in Area C, along with private below ground parking in Areas B and C, and internalized parking in Area A, will accommodate all of the automobile parking requirements of the Entrada de Santa Barbara Project. The multi-level parking facility, which is accessed off of Helena Street, also functions as a sound buffer to mitigate ambient railroad noise. De-centralized bicycle parking will be located throughout the Entrada de Santa Barbara Project in safe, visible locations.

ARCHITECTURAL STYLE

The architecture and planning of the Entrada de Santa Barbara Project unite to create an environment, which continues the traditions of the Santa Barbara vernacular. Traditional building forms and materials, paving and landscaping are combined to form a series of buildings which will look as though they were individually constructed during the 1920's era. The historically significant existing buildings located at 35 and 36 State Street will remain and will be incorporated into the Project design. Additionally, the building located at 100 State Street will be relocated on Area C to become the Visitor Information Center. When completed, the Entrada de Santa Barbara Project will appear as though it has always been a part of the community.

SHOPS AND CAFES

39,013 square feet of existing retail space will be replaced with 19,364 square feet of beach-oriented shops and cafes (including the 2,500 square foot Visitor Information Center), which will line the sidewalks along State Street serving local residents and visitors. The presence of the vacation ownership units will also attract a desirable mix of service-oriented businesses, which will give the Entrada de Santa Barbara Project a sense of community and permanence.

VACATION OWNERSHIP (TIME SHARE) UNITS

15 vacation ownership units will be constructed in Area A within the existing 96 room Californian Hotel and two new three story wings which expand toward the ocean and embrace an outdoor courtyard located on the second level. The vacation ownership units in Area A will all be two-bedroom, two and one half bath suites, with kitchens and living rooms averaging 1,800 square feet. The existing State Street elevation and corner towers of the existing building will be restored and the balance of the building exterior will be upgraded to the same level of design and detail. The additions will continue the architectural vocabulary established by the existing building. A new lobby and parlor will be located off Mason Street adjacent to a drop-off area, in addition to a 17-space parking lot. The balance of parking will be provided in the parking facilities in Area C.

41 vacation ownership units will be constructed in Areas B and C (24 in Area B and 17 in Area C). The vacation ownership units in Areas B and C will all be two-bedroom, two and one half bath suites, with kitchens and living rooms; the units will average 1,800 square feet. The units

are designed with an informal beach vacation lifestyle in mind providing simple open volume spaces, abundant natural daylight and outdoor decks overlooking the paseos and streets below. Elevator access is provided to private below grade parking in Area B (48 parking spaces) and a private below grade parking area in Area C (55 spaces). In addition, there is a 90 space parking structure in Area C.

PRIVATE RECREATIONAL AMENITIES

There are two proposed private recreational areas; one in Area A and one in Area C. Area A's recreational component is located on the roof of the existing Californian Hotel building and includes a seating terrace and shallow swimming pool. Area C's recreational component is located on top of the parking structure and consists of a fitness center building (approximately 1,500 square feet), several terrace/outdoor patio areas, swimming pool, and a snack bar/food service area.

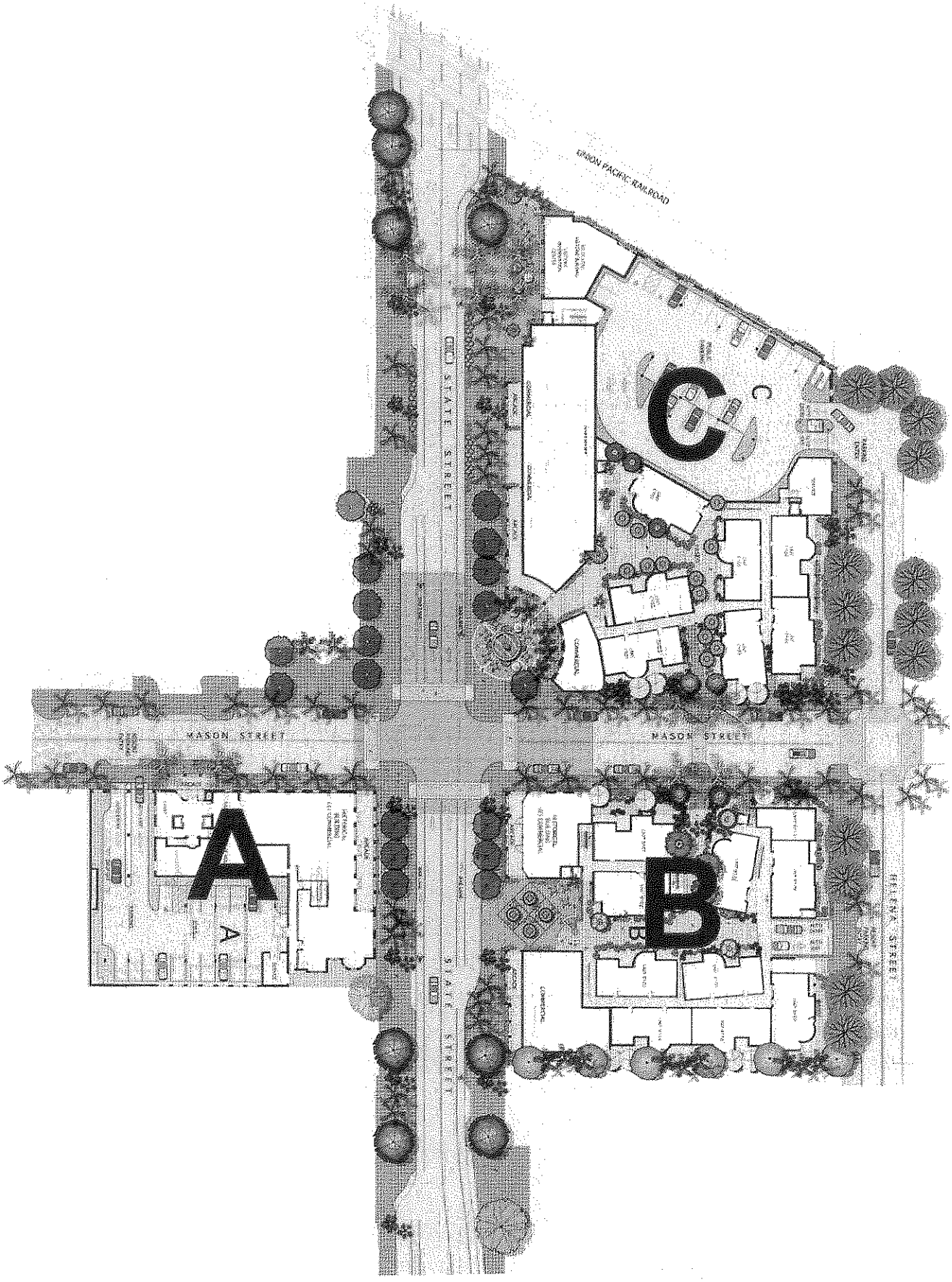

UNION PACIFIC RAILROAD
STATE STREET
MASON STREET
MASON STREET
HELENA STREET
A
B
C

EXHIBIT D

City of Santa Barbara
California

SPECIAL JOINT WORKSHOP
OF THE PLANNING COMMISSION AND
HISTORIC LANDMARKS COMMISSION
MINUTES

May 8, 2001

CALL TO ORDER:
Chair Grant House called the meeting to order at 9:07 a.m.

ROLL CALL:
Planning Commissioners Present:
Chair Grant House.
Vice Chair Brian Barnwell
Commissioners Barbara Chen Lowenthal, Peter Ehlen, Bill Mahan, Maurie McGuire, and Harwood A. White, Jr.

Historic Landmarks Commissioners Present:
Chair Don Sharpe
Vice Chair Louise Boucher
Tom Bollay, Edward Cella, Suzanne Fairly-Green, Steve Hausz, Anthony Spann, and Philip Suding.

Absent:
Henry Lenny (Stepped down)

STAFF PRESENT:
David D. Davis, Community Development Director
Paul Casey, Assistant Community Development Director
Bettie Hennon, City Planner
Debra Andaloro, Project Planner
Barbara Shelton, Environmental Analyst
Stephen P. Wiley, Assistant City Attorney
Suzanne Johnston, Planning Commission Secretary

II. PRELIMINARY MATTER:

Comments from members of the public pertaining to items not on this agenda. [Due to time constraints, each person is limited to two (2) minutes.]

No one wished to speak.

III. WORK SESSION:

The purpose of this workshop is for the Planning Commission and Historic Landmarks Commission to meet with the applicant to consider design changes to the Entrada project to address size, bulk and scale and neighborhood compatibility issues. No decision regarding the Entrada project will be made at the workshop.

The Entrada project involves the private redevelopment of portions of three blocks of properties at the intersection of State Street and Mason Street with a total of 17,532 square feet (sq. ft.) of commercial retail uses, 81 vacation ownership units (each unit has a lock-out unit providing for the possibility of a total of 162 transient lodging units), a total of 210 parking spaces (including a 145-space parking structure), public right-of-way alterations for State Street, Mason Street and Helena Avenue, and a 2,500 sq. ft. Visitor Information Center (required parking for the VIC would be provided at 125 State Street).

David Davis gave a brief overview of today's review of the project. Staff decided that review by both the Planning and Historic Landmarks Commissions was necessary due to the applicant's desire to present the recent changes to the proposed project in response to preliminary questions raised by Staff. The Environmental Impact Report (EIR) is being completed at the present time and is tentatively scheduled to be in front of the Planning Commission in mid-June. There was a section in the EIR where Staff raised questions in relation to potential design changes that the City felt were necessary to make this project as consistent as possible with both State Coastal law and the City's General Plan. Staff has not reviewed the revised project, which is before the Joint Commission today, prior to today's worksession.

Chair House stated that this is a Joint Commission workshop and was not scheduled as a public hearing today. If there is time at the end of the Joint Commission's review, there may be public comment at that time.

David Van Hoy, agent, presented a conceptual design for the revised project. Mr. Van Hoy explained there is no longer a need for a parking modification due to an overall reduction in the project's square footage. The areas of concern were represented in four photo simulations. The agent presented a very simple massing model and a conceptual drawing of the revised project details. Mr. Van Hoy noted the following changes to the project design:

- The buildings along the State Street elevation and the elevation viewed from the Waterfront have been reduced to one and two story elements.
- In area B, the third story massing has been reduced by eliminating the tower along the perimeter of the project adjacent to the Mountain Air Sports building.
- Looking across State Street through Area B on the left side of the paseo, the third story tower element has been moved increasing the width of the view corridor.
- In Area C, the two buildings adjacent to the paseo were removed and the third story elements of the building on State Street were moved to the Helena Street elevation of the project adjacent to the Bekins building.
- A walkway has been established from Helena Street through the paseo of Area C.

The Joint Commission addressed the following questions and concerns to the applicant:

- How much were the time-share units reduced by?
- Is there a site plan which delineates the time-share and commercial space?
- What is the range of height for the parking pedestal throughout the site?
- What is the floor to floor height of the time-share units?
- Can you explain the plans for the California Hotel?
- Have you considered a fourth floor addition to accommodate the relocation of units as a way to reduce the mass of the remainder of the project?
- Can you explain the levels of parking and how they work massing wise?
- What is the ceiling height for the commercial units?
- Can you show where the existing curb is in relation to the proposed curb?
- How do you imagine the pool area a top the garage will be used?
- Why is the project elevation viewed from the direction of the train station not included?
- Wasn't a walkway along Mission Creek discussed when Mr. Romasanta's project came through?
- Are you considering developing pedestrian friendly landscaping along the creek?
- Did the Landmarks Commission receive a copy of the Environmental Impact Report?
- What is the status of the narrowing of the lower portion of State Street?

Mr. Van Hoy responded to the Commission's questions and concerns. The number of time-share units was reduced from 81 to 56, but not the individual units square footage. The proposal includes a floor-to-floor height of ten feet for the first floor, nine feet for the second floor and an eight foot plate height for the third floor. Mr. Van Hoy stated that the plans for the California Hotel include for the accommodation of a future eminent domain of the structure and potential widening of Mission Creek, a three story addition, and a third floor roof deck with a reflecting pool. He stated that a specific plan which addresses the relationship of the commercial and time-share square footage has not been prepared but indicated the areas of the project that included commercial square footage on the site plan. The plinth under the parking is approximately five feet throughout Area B of the project. A fourth floor addition was not considered due to the height restrictions allowed in the Zoning Ordinance regarding building height. The ceiling height for the commercial space is fourteen feet. The pool area atop the garage will be for guests of the development and not open to the public at large. Elevations were not included if there were no changes to that particular elevation.

Mr. Davis responded to the Joint Commission question regarding the status of the narrowing of State Street. The Council's goal is to continue to pursue the narrowing of the lower portion of State Street. He does not have any new information which has not been published in the newspaper. The City Attorney's Office and City Clerk's Office are handling the petition

regarding voter approval of the narrowing of State Street. This portion of State and Cabrillo Streets is the meeting place of international tourists. The City's right of way is not reduced by the project. The sidewalk does widen and the number of traffic lanes are reduced.

The Joint Commission made the following comments:

- The reduction in the number of units has greatly improved the overall mass of the project.
- Study the landscaping in the paseo areas to reduce the density of the foliage.
- A simulation should be provided that addresses the changes in the massing and landscaping.
- The project should enhance the mountain views through the paseos. The revisions to the project are a great improvement.
- Consider reducing the third floor area adjacent to the paseos by introducing one and two story elements along the paseos and not reducing the paseo width.
- The irregularity and whimsy of the massing within the paseos is missing in the project and shall be reinstated. There is a preference by the Joint Commission for custom units rather than a repetitive style unit.
- The three story buildings along the Helena Street elevations are not in character with the Santa Barbara style.
- The simplification of the architecture in general was an improvement and was more representative of the Santa Barbara Style.
- The arches and windows along the Mason Street elevation are more successful.
- Some of the Commissioners were concerned whether the project's setbacks and massing will be appropriate if the narrowing of State Street does not occur. The applicant was asked to provide simulations that show the relationship of the buildings to State Street if it is not narrowed.
- The stairway access and elevator for the California Hotel roof deck should be contained within the fourth floor building adjacent to the third floor roof deck minimizing the visual impacts.
- The Joint Commission encouraged the applicant to consider allowing the California Hotel's roof deck to be open for use by the public.
- In response to concerns raised regarding elements associated with roof-top swimming pools and decks (i.e. shade structures, umbrellas, chairs, etc.), the commissions directed that efforts should be made to minimize the visual impacts of such elements. Such elements will require future review and approval.
- Despite the efforts to develop the project with random styles to make it appear as though the individual units are developed at separate times, the five-foot pedestal wall appears to tie the whole project together. A suggestion was made that some of the buildings should come down to sidewalk level to break up the appearance of the plinth.

- The Joint Commission thanked the applicant for making changes as directed by the Commissions previous reviews.
- Ensure that efforts to reduce the elements in Area B have been successful so that the ridge line views of the Santa Ynez Mountains are provided.
- The Helena Street elevation, with the exception of the third story elements, is an improvement.
- The Joint Commission was concerned that a different design may need to be considered if State Street is not narrowed.
- The Joint Commission encouraged the applicant to maintain the commercial space which brings the public into the project.
- Mission Creek should be given every bit of relief that is possible through increased setbacks and landscaping.
- The inclusion of commercial space which invites the public in has a distinct and positive community value and the applicant should reconsider the reduction of commercial space included in the project along Mason Street.
- A turnout should be provided for commercial deliveries to State Street businesses.
- The public should continue to have the benefit of the parking lot.

The public comment was opened at 11:08 a.m.

Nyle Utterback, concerned citizen, stated that he was encouraged by the revisions to the proposed plan and hoped that the project continued to head in this direction.

Connie Hannah, League of Women Voters, spoke in support of the changes proposed today. The League of Women Voters would like to see the elimination of the lockout units to allow for more parking, and maintain as many of the mountain views as possible from State Street.

Jim Marino, Streets R Us Committee, stated that besides the Coastal Zone Ordinance amendment, the narrowing of State Street would require an amendment to the General Plan. He submitted a letter for the record.

Bob Hanson, concerned citizen, asked if there were plans for additional telephone poles or palm trees which may block the views of the mountains.

Sue Higman stated that La Entrada is located at the entrance to Santa Barbara for tourists. She feels that the project is beneficial and cleans up this portion of State Street.

The public comment was closed at 11:19 a.m.

Mr. Davis suggested that in the future further discussion should be held on the width of the paseos and thanked the Commission for their comments.

IV. ADJOURNMENT:

Chair House adjourned the meeting at 11:25 a.m.

Submitted by,

Suzanne Johnston, Planning Commission Secretary

- Suggested a joint worksession with the Parks and Recreation Commission to assist the Planning Commission in planning pocket parks and other creative ways to obtain open space. The Housing Authority should be invited to participate in this worksession.
- Protection of existing on-street parking, and discouragement of additional red-lined curbs.
- Concern with policy consistency in terms of the bonus density program, the zoning ordinance, and other City policy.

Ms. Hennon addressed Statutory Exemptions, the In-Fill Exemption and consistency with CEQA, and discussed General Plan consistency with respect to allowed land uses, residential density, and the City's outdated Zoning Code.

Ms. Shelton noted that notices and agendas had been sent to the usual agencies, public interest groups, and surrounding property owners.

Mr. Pearson stated that he had conversations with a representative from Citizens Planning Association concerning affordable housing, its need, and what occurs to the environment when it is not provided. Balance within our resources is needed when providing density to downtown housing.

RECESS: 4:55 P.M. TO 5:05 P.M.

ACTUAL TIME: 5:05 P.M.

B. **APPLICATION OF SANTA BARBARA BEACH PROPERTIES, L.P., 20-120 STATE STREET AND 15 EAST MASON STREET, 125 STATE STREET, AND THE STATE STREET RIGHT-OF-WAY BETWEEN MISSION CREEK BRIDGE AND THE UNION PACIFIC RAILROAD RIGHT-OF-WAY; SCH CASE NO. 99011045; APNs: SITE A: 033-102-004, 014; SITE B: 033-111-001, 002, 003; SITE C: 033-081-003, 004, 005, 010; 033-010-004 IN THE HRC-II HOTEL AND RELATED COMMERCE II/SD-3 COASTAL OVERLAY ZONE (MST97-00357)**

The Entrada de Santa Barbara project involves the redevelopment of several real properties and existing older buildings within portions of three blocks of State Street, primarily adjacent to the intersection of State Street and Mason Street. When completed, it will have a total of 17,532 square feet of commercial retail uses and 81 vacation ownership units. The 81 vacation ownership units each have a lock-out unit, thereby providing for the possibility of a total of 162 transient lodging units. A total of 210 parking spaces are proposed, including a two-level 145-space parking structure south of the railroad right-of-way between State Street and Helena Avenue.

Public right-of-way alterations are also proposed, including a reconfiguration of on-street parking on Mason Street and Helena Avenue, a widening of the sidewalk of State Street along the project frontage consistent with the State Street Plaza design north of U.S. Highway 101, and other alterations and improvements. These right-of-way alterations are proposed in cooperation with the

Redevelopment Agency in order to allow for the development of State Street between the railroad right-of-way and Cabrillo Boulevard in a manner consistent with the City's extremely successful "plaza" concept as implemented in the last 20 years above highway 101. A traffic signal is also proposed at the intersection of State Street and Mason Street. In addition, at the request of the Redevelopment Agency and as part of the public review process, a 2,500 sq. ft. Visitor Information Center (VIC) was added to the proposed project (in addition to the 17,532 sq. ft. of commercial uses) along State Street adjacent to the railroad tracks. The proposed VIC would provide its required parking within the surface parking lot previously approved for 125 State Street as part of the Coastal Development Permit for the Agency's Railroad Depot Improvement Project.

The project will require approval of a Development Plan, Coastal Development Permit, Tentative Subdivision map, Transfer of Existing Development Rights, and Modifications of zoning code requirements regarding building setbacks, parking, and alterations to existing non-conforming building height.

In August 1999, the City approved a Mitigated Negative Declaration for the proposed project. The Mitigated Negative Declaration concluded that, with identified mitigation measures, all potential environmental impacts would be reduced to a less than significant level. The City's approval of the Mitigated Negative Declaration was challenged in court.

The purpose of this hearing will be to inform the Planning Commission of the EIR scope of analysis determined by the judgment of the court, and to receive public comment on the scope of analysis of public view impacts to be addressed in the EIR. (WJ)

Commissioner Ehlen returned to the dais.

Environmental Analyst Barbara Shelton reviewed the environmental review process steps. Ms. Shelton noted that no action would be taken this evening. Public comments should be directed to the proposed scope of analysis of public view impacts to be addressed in the Environmental Impact Report (EIR).

Associate Planner Bill Jacobs summarized the project description, the background information concerning the Superior Court's judgment, and described the proposed EIR scope of analysis to evaluate project effects on public views.

The following letters were received prior to the hearing:

July 10, 2000 letter from Debbie Pilas-Treadway, Associate Governmental Program Analyst, Native American Heritage Commission.
July 11, 2000 letter from Frances Kliza, 129 Por la Mar Circle.

The following letters were received during the hearing:

July 11, 2000 letter from Nyle G. Utterback, 7128 Willowglen Road, addressing visual impacts, openness and other aesthetic issues, and suggested alternatives.
July 12, 2000 letter from Claudia Madsen, 3 Willow Glen Place.
July 13, 2000 letter from Laura Rasmussen, 556 La Marina.
July 13, 2000 letter from Cars are Basic, 2905 De la Vina Street.
July 13, 2000 letter from Citizens Planning Association (CPA).
March 16, 1999 letter and oral comments from Steve Dunn, Commercial Fishermen of Santa Barbara, Inc.

Connie Hannah, representing the League of Women Voters, submitted an updated oral statement for the record.

Beverly King, President of the League of Women Voters, submitted an updated oral statement for the record.

Individual Commissioners asked the following questions of Staff:

Commissioner Mahan:

- Requested a definition of "qualitative criteria."

  Ms. Shelton stated that the City does not have quantitative criteria for evaluating visual effects. In identifying qualitative criteria for assessment of existing views and project impacts to views, adopted City policies and guidelines that address these issues were used as some of the qualitative criteria in the last review analysis.

Commissioner Lowenthal:

- Referenced Page 2 of the Staff report and asked the status of the right-of-way alterations in cooperation with the Redevelopment Agency.

  Assistant City Attorney Steve Wiley stated that it was his understanding that it is a part of this project because portions are to be funded by the Redevelopment Agency.

  Ms. Hennon added that the project description includes the street changes such as the widening of the sidewalks and street trees. She noted that the sidewalks were an integral part of the project. Alternatives would be studied if potential impacts were found and if alternatives would lessen the impacts. Ms. Hennon stated that photographs would be taken of the current streetscape and the project overlays, and that the Commission would be evaluating the changes as part of the analysis.

Commissioner House:

- Requested that the Commission review what the City Council determined concerning the State Street portion of the project.

Commissioner Barnwell:

- Once the scoping of the EIR is completed, he asked if the entire project, focused solely on views, would be re-evaluated.

Assistant City Attorney Wiley advised that it is important to follow the Court's direction. Once we have a full, appropriate focussed EIR, the merits of the project will be on the table. It would be difficult to re-open other environmental areas unless the project changed.

Although there may not be new analysis of environmental impacts on which to base a nexus for changes, Ms. Shelton stated that the Commission could review its policy consistency determinations where there may be a policy nexus for looking at additional conditions of approval relating to some of these issues.

Ms. Hennon recalled that this was how many of the changes in the project came about. She noted the earlier environmental hearings where determinations were made that the project would not have any significant impacts, yet the Commission worked closely with the applicant and brought about changes in the project to find consistency with all of the local policies. The record shows that this project has been found consistent with policies.

Commissioner Ehlen:

- Requested a definition of views, and asked if it included the beach, ocean, and harbor views.

Ms. Hennon stated that preliminary steps in the assessment will include identification of the views, and will build on the record of this project. The focus will be from the pedestrian level.

Attorney Wiley added that vistas better expressed the term instead of views, and that this is a qualitative determination which means that it is a subjective judgment call initially made by this Commission.

Commissioner Barnwell left the meeting at 5:38 p.m.

The public hearing was opened at 5:38 p.m.

Bonnie Raisin questioned the difference between "widening the sidewalks" and "narrowing the streets", and stated that a detailed letter stating Cars Are Basic's (CAB) concerns would be submitted at a later date. Ms. Raisin read a paragraph into the record concerning consistency with the Local Coastal Plan. She commented that she believed that invalid statements were made in Mr. Yap's letter from the California Coastal Commission.

Tanya Gulesserian, staff attorney from the Environmental Defense Center representing the League of Women Voters (LWV) and the Citizens Planning Association (CPA), stated that the Court only addressed the CEQA issue in their litigation; therefore, the remainder of the issues are stayed pending another City approval. Ms. Gulesserian urged the Commission to address the Coastal Commissions issues ahead of time which were: the appropriate mitigation fee for the loss of

affordable overnight accommodations in the Waterfront area; the criteria and justification for the number of rooms in the project and a description of special events as well as who will manage the time share project; the adequacy of the setback from Mission Creek and the status with U.S. Army Corps of Engineers flood control project; and traffic and parking implications in the Waterfront area and on the residential neighborhood to the west of the project.

Ms. Gulesserian differed with Mr. Wiley's opinion concerning the views because they could be reviewed through the Staff report through policy consistencies and the review of all of the required approvals. She noted that views to be analyzed can be specifically requested by the Planning Commission, and that alternatives to the project could be proposed to lessen the impacts such as not narrowing of State Street or widening the sidewalks if it were found that the views would be better protected. These alternatives could be mitigation measures. New information, that was not and could not be assessed when the Council approved the project, could and must be assessed in a new environmental document under CEQA Guidelines 15162.

Ms. Gulesserian requested that the Commission note three things: 1) The scope of the EIR relative to analysis of qualitative versus quantitative impacts and which views are to be considered alternatives; 2) Assess what new information has come to light since August 1999; and 3) In the context of Staff reports and the planning process, other potential policy inconsistencies that were raised through the Coastal Commission and in the litigation.

Attorney Wiley stated that individual Coastal Commissioners expressed concerns over the project, but the Coastal Commission determined that the project raised a substantial issue for the purposes of an appeal and then continued its consideration of that application twice. The Coastal Commission Staff consistently recommended approval of the necessary permits for this project, and recommended only two changes to the City's conditions of approval.
Laura Rasmussen, 556 La Marina, urged the Commission to take this opportunity to study the project carefully for alternative design possibilities and mitigation measures. Now that sufficient information is available on the environmental impact upon Mission Creek, this should be restudied as well as the proposed parking design. Her letter dated July 13, 2000 was read into the record.

Beverly King, President of the League of Women Voters (LWV), urged utmost attention be given to the comments presented at this hearing. The importance of views, and the impact of the currently designed project on the mountain and ocean views was stressed. The public's desire to preserve and protect the views and the current width of State Street for public safety should be heavily considered at this point in order to protect public trust.

Connie Hannah, representing the Sustainability Study Group of the LWV, stated concerns with the size and density of the project and its impacts on the view of the mountains from the Waterfront. Ms. Hannah read from Page 43 of the March 1999 Staff report that the project is inconsistent with the General Plan, the Waterfront Design Guidelines, and the Waterfront Area Aesthetic Criteria. Ms. Hannah noted that Staff did not mention inconsistencies with the Downtown Waterfront Vision. Ms. Hannah stated that this opportunity to study alternatives to mitigate the view impacts will allow one and two-story elements to be considered. Redesigning the project would also provide an opportunity to consider leaving State Street as it exists and widening the sidewalk onto the project,

thereby combining the increased setbacks of the building with the sidewalk. To assist the public with understanding the proposed changes, Ms. Hannah requested clear illustrations of various alternatives on the mountain views. All new information since the project was approved should be analyzed in the EIR. Important information is contained in a statewide directive document called "Local Planning Guidance on Tsunami Response" that identifies our Waterfront area as being high-risk for Tsunami threat.

Nyle Utterback, 718 Willowglen Road, read from the City's General Plan concerning consistency, and suggested studying one of the alternatives for the canyonization of views, maintaining the existing width of State Street, considering a center divider, maintaining the setbacks, and limiting the building height to two stories. Mr. Utterback's letter dated July 11, 2000 with attachments was received.

Sue Higman, 3408 Cliff Drive, supported the project, encouraging a classic entrance to the City and the importance of keeping that in mind when restudying the issues.

Catherine McCammon, President of the Citizens Planning Association (CPA), stated that it is expected that two issues will be addressed in the EIR: A complete and comprehensive analysis of visual resources; and the impacts of the proposed project, mitigation measures, and alternatives. She read a written statement submitted for the record outlining recommendations for selection of viewpoints, preparation of photo simulations, and alternatives.

Catherine Gaughen, representing the Santa Barbara Chamber of Commerce, spoke in support of the project, adding that it would be a positive addition to the Waterfront.

Claudia Madsen, former member of the Downtown Vision Committee and the View Subcommittee, stated that the focussed EIR should be a model for preserving cherished mountain views in accordance with the City's policies and plans. She concurred with Ms. McCammon's recommendations for photo simulations of view blockage of existing views along with written description of the project's visual impacts from significant vantage points. An independent third-party expert on views is needed to provide this critical information. The EIR should also analyze the project's significant adverse impacts on views due to inconsistency with the City's view protection policies. An impartial analysis of alternatives for protecting existing views of the foothills, mountains, and ocean needs to be provided. She added that the EIR should include analysis of reduced project alternatives, including one and two-story alternatives with additional setbacks.

Steve Dunn, representing Commercial Fishermen of Santa Barbara Inc., spoke in opposition to the narrowing of State Street. Mr. Dunn resubmitted a copy of his March 16, 1999 letter to the Planning Commission and of his April 5, 2000 letter to the California Coastal Commission.

Co-property owner Bill Levy recalled all of the work and study on this project, and encouraged the Commission to focus on what the Court requested.

The public hearing was closed at 6:33 p.m.

A summary of the Commissioners comments is as follows:

Chair White:

- Some attention should be given to the Helena Avenue corridor.
- One alternative should study both ocean-ward and mountain-ward views of the area and of development within the setbacks.

Commissioner Barnwell:

- The views from the creeks should be included in the study.

Ms. Shelton stated that ocean and mountain views and those as seen by pedestrians were to be studied, but that she would discuss this request for inclusion with Staff and the consultant.

Commissioner Lowenthal:

- Requested seeing elevations and renderings of this project as if the sidewalks were not widened.
- Requested Staff's response to this public hearing before receiving the EIR on the views.
  Attorney Wiley reminded that the Draft EIR would have a public hearing.
  Ms. Hennon stated that all letters would be forwarded to the Commission. The comment period on the Notice of Preparation is through July 27, 2000.
- Requested additional discussion regarding the status of Council Redevelopment Agency action on the proposed State Street alterations.

Commissioner Mahan:

- Regarding qualitative criteria:
  Compare the views on this site with others in the City in order to judge the most beautiful in the City, and compare it with that to establish parameters and merits of it.
- If new information is a consideration:
  Consider Fess Parker's proposed hotel.
  The dredging of the small boat area will impact the views and should be reviewed.
  Requested a video taken from a car along Cabrillo Boulevard. This could be helpful in understanding the pedestrian experience.

Commissioner Ehlen:

- Requested a definition of views.

Chair White thanked the public for attending this hearing.

RECESS: 6:45 P.M. TO 6:55 P.M.

~~Commissioner Ehlen returned to the dais at 1:34 p.m.~~

V. ENVIRONMENTAL HEARING:

TIME: 1:34 P.M.

APPLLICATION OF S.B. BEACH PROPERTIES A LIMITED PARTNERSHIP AND THE CITY OF SANTA BARBARA REDEVELOPMENT AGENCY, 20-120 STATE STREET, 15 EAST MASON STREET, 125 STATE STREET, AND THE STATE STREET RIGHT-OF-WAY BETWEEN THE MISSION CREEK BRIDGE AND THE UNION PACIFIC RAILROAD RIGHT-OF-WAY, APNS: 033-102-004, 014; 033-111-001, 002, 003; 033-081-003, 004, 005, 010; 033-010-004; HRC-II HOTEL AND RELATED COMMERCE II/SD-3 COASTAL OVERLAY ZONE; GENERAL PLAN DESIGNATION: GENERAL COMMERCE/BUFFER (MST97-00387)

The proposed project involves the private redevelopment of portions of three blocks of properties at the intersection of State Street and Mason Street with a total of 17,532 square feet of commercial retail uses and 81 vacation ownership units. The 81 vacation ownership units each have a lock-out unit, thereby providing for the possibility of a total of 162 transient lodging units. A total of 210 parking spaces are proposed, including a 145-space parking structure south of the railroad right-of-way between State Street and Helena Avenue. Public right-of-way alterations are also proposed, including a reconfiguration of on-street parking on Mason Street and Helena Avenue, narrowing of the roadway and a widening of the sidewalk along the project's State Street frontage consistent with the State Street Plaza design north of U.S. Highway 101, and other alterations. These alterations are proposed in cooperation with the Redevelopment Agency, to allow for the consistent development of the portion State Street between the railroad right-of-way and Cabrillo Boulevard. A traffic signal is also proposed at the intersection of State Street and Mason Street. A 2,500 sq. ft. Visitor Information Center (VIC) is also proposed within the proposed project (in addition to the 17,532 sq. ft. of commercial uses) along State Street adjacent to the railroad tracks. The proposed VIC would provide its required parking within the surface parking lot previously approved for 125 State Street as part of the Coastal Development Permit for the Railroad Depot Improvement Project.

The Planning Commission discretionary actions required for the proposed project are: a Development Plan to allow for the proposed new non-residential development as part of a Transfer of Existing Rights; a Recommendation to the City Council for Allocation of Community Priority Square Footage to allow for a maximum of 2,500 sq. ft. of non-residential development to be permitted under the Community Priority category of City Charter Section 1508 (Measure E) for the proposed Visitor Information Center (SBMC §28.87.300); a Transfer of Existing Development Rights to allow for the internal transfer of existing development rights among the three proposed project areas (SBMC §28.95); a Tentative Subdivision Map for Areas A, B, and C, to allow for the creation of condominiums for vacation ownership purposes (SBMC §27.07); Coastal Development Permits, to allow for the following: 1) Proposed development on Area A within the appealable jurisdiction of the Coastal Zone, 2) Proposed development on Area B within the non-appealable jurisdiction of the Coastal Zone, 3) Proposed development on Area C within the non-appealable jurisdiction of the Coastal Zone, 4) Subdivision of the project site, and 5) Street improvements

proposed jointly by the City of Santa Barbara Redevelopment Agency and the Applicant (SBMC §28.45.008); a Modification to provide less than the 232 parking spaces required by code for the proposed Entrada de Santa Barbara project (SBMC §28.92.026 (A)(1)); a Modification to allow for encroachments into required building setbacks along State Street, Mason Street, and Helena Avenue (SBMC §28.92.026 (A)(2)); and, a Modification to allow for interior alteration to the fourth floor of the existing Californian Hotel, a portion of an existing non-conforming building which exceeds the 45-foot height limit required by City Charter Section 1506 (SBMC §28.92.026 (A)(5)). The City Council discretionary action required for the proposed project is Allocation of Community Priority Square Footage to allow for a maximum of 2,500 sq. ft. of non-residential development to be permitted under the Community Priority category of City Charter Section 1508 (Measure E) for the proposed Visitor Information Center (SBMC §28.87.300)

The City of Santa Barbara previously prepared and approved a Mitigated Negative Declaration for the Entrada project. The City's approval of a Mitigated Negative Declaration was challenged in court. The judgment of the Court, dated May 30, 2000, stated the following:

> "The Court concludes that a fair argument can be made that there may be a significant impact on the environment with respect to views, under the authority of *Quail Botanical Gardens Foundation, Inc. v. City of Encinitas* [1994] 29 Cal. App.4th 1597. Accordingly, the adoption of the Mitigated Negative Declaration with respect to views is hereby disapproved. However, with respect to the other five issues raised by the Petitioners, that is: traffic and circulation; parking; water and biological resources in Mission Creek; state and local land use plans and policies; and size, scale, and incompatible nature of the project, the Court concluded that no such fair argument could be made, and the Mitigated Negative Declaration with respect to the environmental review on each of those issues was legally appropriate and is approved."

To comply with the judgment of the Court, the City of Santa Barbara has prepared a Draft Environmental Impact Report (EIR) focused on public view impacts for the Entrada project. The Draft EIR concludes that the Entrada project would result in adverse but not significant impacts to public views.

The project site at 110 State Street is included on the list of Leaking Underground Fuel Tanks and the project site at 118 State Street is included on the list of Site Mitigation Units, as enumerated under Section 65962.5 of the Government Code. (DAA)

Debra Andaloro, Project Planner, introduced the City and Environmental Consultant Team to the Commission and then proceeded with a Power Point presentation showing the project's vicinity and components. She briefed the Commission of the past review process and future review steps. She stated that the purpose of this meeting is to hear public comment concerning the Draft Environmental Impact Report.

Steve Wiley, Assistant City Attorney, gave the Commission a history of the project's previous environmental review, the project's approval, the court challenge, the court order and CEQA law and requirements.

David Stone, SAIC Consultant, presented various slides to aid in describing public view analysis terminology and public view analysis and impact assessment methodology. He concluded his

presentation in stating that the project would not result in a significant impact to important public scenic views.

Ken Dowd, of VideoScapes, presented a slide of the computer generated photosimulations of the proposal from the dolphin fountain looking up State Street, including a photograph of the existing condition, two photosimulations of the proposed condition without landscaping (one showing the proposal transparently imposed on the existing condition and one showing the proposal obliquely imposed), and a photosimulation of proposed condition with landscaping. Mr. Dowd explained the technical aspects of producing the photographs and photosimulations included in the DEIR.

Public comment opened at 3:41 p.m.

Tanya Gulesserian, of the Environmental Defence Center, representing the Citizens Planning Association and the League of Women Voters, stated that the DEIR is not adequate because it is not an independent assessment prepared by an unbiased firm. She expressed that the DEIR fails to meet the requirements of CEQA. She stated that the document is inconsistent with local law and policies in that there are several losses of views. Ms. Gulesserian stated that the thresholds of significance used in the DEIR are different than the thresholds of significance used in the previous environmental review of the proposal and that the new thresholds of significance did not receive the required public review. She further stated that the DEIR is inadequate because it does not include new information related to Mission Creek, tsunami planning, and traffic and circulation impacts. She requested that the Environmental Review Committee be reinstated.

Lawrence Headley, representing the Citizens Planning Association and the League of Women Voters, stated that he does not support the DEIR analysis. The view impacts have not been addressed and the lack of open space is important to the community. He expressed that every view from all angles should be considered. Mr. Headley stated that he would be submitting his view impact assessment methodology in writing.

Catherine McCammon, President of the Citizens Planning Association, expressed that the public did not get what they wanted in that items that were requested during the scoping for the DEIR were not addressed in this DEIR. She stated that this is not an unbiased report. She stated that the simulations show significant view impacts. She feels that peak hour traffic trips will be a significant impact to this area and should be seriously considered per the Urban Crossroads Report submitted.

Beverly King, President of the League of Women Voters, expressed her disappointed in the document proposed and would like it to be revised. She stated that the conditions did not match the photographs and feels that five view points in heavily used areas show significant impacts to the community. Ms. King referred to the evidence provided by the League's retained expert Lawrence Headley. She continued by requesting that the DEIR be revised to include project alternatives, and to addresses new information regarding loss of low cost housing, Mission Creek, and tsunami planning requirements. She requested that the Environmental Review Committee be reinstated.

Katie Smith Tretheway, Consultant to non-profit organizations and representing Old Time Santa Barbara for New Generations, stated that she supports the project and the DEIR. She expressed her gratitude to the applicants and the City for this addition to the community.

Leon Stoddard, 208 Daytona Drive, stated his concern for what he believes to be a discrepancy in the wide-angle photographs taken for this document with a 25 millimeter focal length lens. He submitted his own photographs to the Commission of the same views taken with a 50 millimeter lens which he said represents the normal human view.

John Barron, of Burton Circle, stated that he commends the applicants and Staff for their attempt to address the need to upscale some of this distressed area. However, he feels that the project in its present form is still too massive, too dense, and out of scale for the area and feels the project needs more work.

Bruce Rittenhouse, 622 W. Carrillo, expressed that a process is in place for a reason and this is what determines whether or not a project gets built. He stated that this project has gone through the required City process and hearings and feels that the project should move forward.

Steve Dunn, representing local commercial fisherman and boaters, stated his concern for tsunamis and tidal waves in relation to this project and does not feel that the DEIR adequately addresses these issues.

Chris Chatto, representing Citizens Planning Association, stated his concern with the scale of the project and does not feel the DEIR is inadequate. He expressed his concern for the loss of affordable rooms at the California Hotel due to this project. He feels that Mission Creek should have some consideration and relative environmental creek impacts need to be addressed.

Lisa Ann Kelly, 1724 Olive Avenue, stated that the existing views and open space of the waterfront area will be seriously compromised by this project, that the location of view points was not adequate, and that the project will create an urban-canyon effect and be a precedent for over building.

Elisabeth Donati, representing Streets R Us, expressed that the DEIR is not adequate. She is very concerned about preserving the community's views and would like them retained.

Reggie Drew, 22 State Street, stated that he supports the project and the DEIR, and tourist trade needs the upgrade.

Steve Engles, 1330 Cacique Street, expressed that all the processes have been completed and feels this gateway beautification project should move forward.

Skip Harkson, 965 Miramonte, stated that he supports the project, the DEIR and feels this project should proceed.

Kristin and Eric Hammer, owner of Hot Spots, expressed that they support the project, the DEIR and feel that the project brings great aspects to the area.

Maggie Warkenten, citizen, stated that she supports the project and would like the process to move forward.

Jill Lord, 4066 Bithynia Road, expressed that she would like the opposing public to consider the positive impact the proposed project will bring. She supports the DEIR.
Grace Porter, stated that she supports the project in that it would result in a positive impact to views in the area.

Roy Millender, 340 Old Mill Road, stated that he supports the project and would like the process to move the project forward.

William Porter, 5998 Cuesta Verde, expressed that he supports the project and will appreciate the new views and enhancement the project will bring.

Sue Higman, 3408 Cliff Drive, stated that she supports the project and feels the project's architecture is right for this area and the project is special to the area.

Laura Rasmussen, citizen, stated that she was disappointed in the DEIR.

Dave Giorgi, 950 Glen Annie Road, expressed that the DEIR confirms that findings of the previous environmental review and that he supports the project and feels that the project should move forward.

Sandra Millender, 340 Old Mill Road, stated that she supports the project and feels that views from Cabrillo Boulevard are more important for the area, not State Street

Stan Los, 224 Anacapa Street, expressed that he and his wife Connie, support the DEIR, that the baseline condition is blighted, and that while the project will change views, the impacts will not be signficant. He stated that he supports the project and would like it to move forward.

Lee Moldaver, citizen, stated that he felt the DEIR was a good faith effort. He submitted a postcard to the Commission that shows aerial views of the area in question and does not feel that this project is out of scale, nor that it will obstruct any significant mountain views. He stated that he supports the DEIR and the project.

Monique Hartley, 2770 Glendessary Lane, stated that she supports the project and feels that views will be enhanced through this proposal and would like the project to move forward. She noted SAIC's creditability and reputation.

Catherine Gaughen, representing the Santa Barbara Chamber of Commerce, expressed that this project has long been supported because it will be an asset to the community. She stated that the DEIR validates the City's original conclusion that this project will not signficantly impact views and should be approved.

Olivia Rojas, 1318 Pitos, stated that she supports the project and would like to congradulate City Planners at this time, on their great job in the beautification of the City. She feels the DEIR should be approved and the process should move forward.

Irene Martinez, citizen, expressed her support for the project and feels the area as it exists is an eyesore and the proposal greatly enhances the area. She stated that in the Waterfront, the important views are of the mountains, ocean, boats, and Stearns Wharf.

Angeles Perez, citizen, stated that she supports the project because it enhances Santa Barbara, because the Planning Commission helped design it, and because the DEIR states that the project will protect views. She would like it to move forward.

Debrah Constantino, citizen, expressed that she appreciates the process that strives to have this City look as it does and supports the project.

Ken Workenstein, 1530 San Miguel, Police Department volunteer, Host of City Visitors, stated that he supports the project and feels the project will greatly enhance the area. He noted that no one takes a picture of the California Hotel across to the project site.

Dale Ferguson, representing the Eastside Visitor Association, expressed that he supports the project, that businesses in the Waterfront area need Entrada, and that he would like it to move forward and feels this project is something to be proud of. He noted Entrada is 41 feet high while the Bekins Building is 71 feet high.

Jill Benamar, 120 El Paseo, stated that she supports the project, feels that the DEIR confirms that the project does not have any significant view impacts, and would like it to move forward.

Miguel Avila, 28 Betty Drive, expressed that he supports the project and feels the project will enhance the visibly deteriorated area. He stated that in the Waterfront area, one's attention is toward the beach area, not the project site, which is blighted.

Paul Lamberton, representing Old Town Merchants, stated that the view from Moby Dick Restaurant is great, but that the existing view in the project area is not great. The project would have no significant change to views. He supports the project, supports the DEIR and would like it to move forward.

Dale and Sandy Kopitzke, 5164 Walnut Park Drive, expressed their support for the DEIR which confirms the previous environmental review, and their support for the project.

Leslie Crandell, 137 La Vereda Road, stated that she supports the DEIR, supports the project and feels the project will enhance the area. She stated that the Issues to be Resolved section of the DEIR are not CEQA issues and should not be included in a CEQA document.

Leslie Crandell read a letter for Nicloa LeBlanc, 534 Mills Way, the letter stated that Ms. LeBlanc supports the DEIR and feels that this project does not affect the views significantly. She would like the process to move forward.

Barbara Giorgi, 950 Glen Annie Road, expresed that the project will enhance the area.

Shelley Sund, representing Cycles-4-Rent, stated that she opposes the narrowing of State Street and feels both the opposing and supporting sides have brought forward many good points. She would like State Street to remain the width that it is now.

Connie Hannah, representing the League of Women Voters and Sustainable Communities Study Group, expressed that she opposes the project and the process, does not concur with the DEIR concerning view issues, and requests the new information items be addressed.

Larry Crandell, Jr., 217 E. Anapamu Street, stated that he supports the DEIR findings and feels there is no legal basis to deny the project and would like it to move forward.

Tom Becker, representing Cars are Basic (CAB), requested that all their submitted scoping comments be addressed in the EIR.

Chair House read the following speaker slips into the record:
June Hammond, Streets R-Us. Supports the project.
Bettie Elison, citizen. She stated that mountain views are significant.
Christina Eliason, 5020 Walnut Park Drive. Her comments do not support the DEIR and has great concen for the views that will be lost by this project.
Bette Eliason, 5020 Walnut Park Drive. Her comments stated that the view impacts of this project are significant and does not support the DEIR or the project.
Janice Adair, citizen. Her comments support the DEIR and the project and would like it to move forward.
Charles Hanson, citizen. His comments oppose the project due to the impact on public views and conflict with the Coastal Act.
Tanny Keeler, 2420 Garden Street. His comments oppose the project and he feels that it obstructs the sweeping mountain views.

The following letters were received prior to the hearing:

Reggie Drew, owner, Wheel Fun Beach Rentals and Santa Barbara Trolley Company, 22 State Street, in support.
Dr. Charles L. Hanson, P. O. Box 21545, in opposition.
Marcy Crandell, Crandell Realty,137 La Vereda Road, in support.
Peter C. Jordano, President, Jordano's Incorporated, P. O. Box 6803, in support.
Leslie Crandell, Crandell Realty, 137 La Vereda Road, in support.
Nicole LeBlanc, 534 Mills Way, Goleta, in support.
Mr. & Mrs. Stephen Petersen, in support.
K. Kassity, in support.
Bonnie Alexander, 221-C West Quinto Street, in support.
Albert Eichstaedt, AIA, P. O. Box 21525, does not support or oppose the project.
Mr. & Mrs. A. Toye, 2610 Mesa School Lane, in opposition.
Maria Rabtin, Tri-County Court Reporter, 929 Santa Barbara Street, in support.
Kathiann Brown, 145 Vista de la Cumbre, in opposition.
Gregory Tice, Vice President, Sotheby's International Realty, 1106 Coast Village Road, Ste. D, in support.
James B. Rickard III, Sotheby's International Realty, 1106 Coast Village Road, Ste D. , in support.

Kay A Mori, in opposition.
Ann Fenton, in support.
Catherine S. Walker, 2917 La Combardura Road, in opposition.
Stuart D. Farber, in support.
George Relles, in opposition.
Tanny Keeler, The Hoffman House, 2420 Garden Street, in opposition.
Beverly King, League of Women Voters of Santa Barbara, 1217-A De La Vina Street, in opposition.
Catherine McCammon, President. Citizens Planning Association, 916 Anacapa Street, in opposition.
Ms. Tanya Gulesserian, Staff Attorney Environmental Defense Center, 906 Garden Street, in opposition.

Public comment closed at 4:55 p.m.

Chair House addressed the public is stating that the public comment period is open until Friday, February 23, 2001. He encouraged the public to submit written comments to the Planning Division.

RECESSED FROM 5:00 P.M. TO 5:07 P.M.

Commissioners made the following comments:

- The DEIR is a very thorough report.
- On Page 4-27, View 1 viewpoint location should be moved expanded to the right to provide a for context of building mass.
- For each view as an example, for View 1, a north south section through Cabrillo Boulevard and through the project would be helpful.
- A matrix indicating the DEIR findings for each of the 19 views would be helpful.
- Provide descriptions and analysis for each view, but leave the significance conclusion to the end.
- Agree that all are Class III impacts.
- The sky is an important resource and important to the open feel of the Waterfront and needs to be addressed in the DEIR, e.g. View #10 around.
- Many of the views of the mountains from the project area are not important mountain views.
- Why are no alternatives addressed?
- A photograph of the Harbor View Hotel in relation to how high the hotel is to this project is desired to be included.
- Views 5, 6, 7 & 8 show that important views would be impacted resulting in the alteration of the area's character.
- Improve the view in Views 1 and 9 (i.e., poles) would be improved.
- A description of a wide angle lens vs. a normal lens in the report is desired.
- The DEIR points to the need to inventory important public scenic views in the Waterfront area.
- For future reference, design changes to project elements seen in View 7 will be needed for policy consistency, not for EIR.
- There is concern that there is no Environmental Review Board and this puts the City and the Planning Commission at a disadvantage concerning help with the review of these reports.
- Elimination of overhead utility lines should not be called out as a mitigation measure.

- Views 5 and 6 are important public scenic views.
- Thresholds for impact significance need to be more clear.
- If a baseline condition includes properties in disrepair, new development doesn't necessarily equal better.
- An EIR is an objective appraisal. The DEIR for this project will make a constructive contribution to public review of this project.
- Would like to see alternatives with a reduction of massing on Views 5 and 6 (3rd story elements on the south east side) at the next discussion.
- Would like to see the utility lines removed from the east side of Helena Avenue and East Mason Street.

VI. ADMINISTRATIVE AGENDA

A. Committee and Liaison Reports.

None were given.

A. Review of the decisions of the Modification Hearing Officer in accordance with SBMC §28.92.026.

None were requested.

B. Appointments of the 2001 Primary and Alternate Liaisons to City Boards and Commissions.

Appointments were listed.

VII. ADJOURNMENT

Chair House adjourned the meeting at 5:50 p.m.

Submitted by,

Anita Meléndez, Acting Planning Commission Secretary

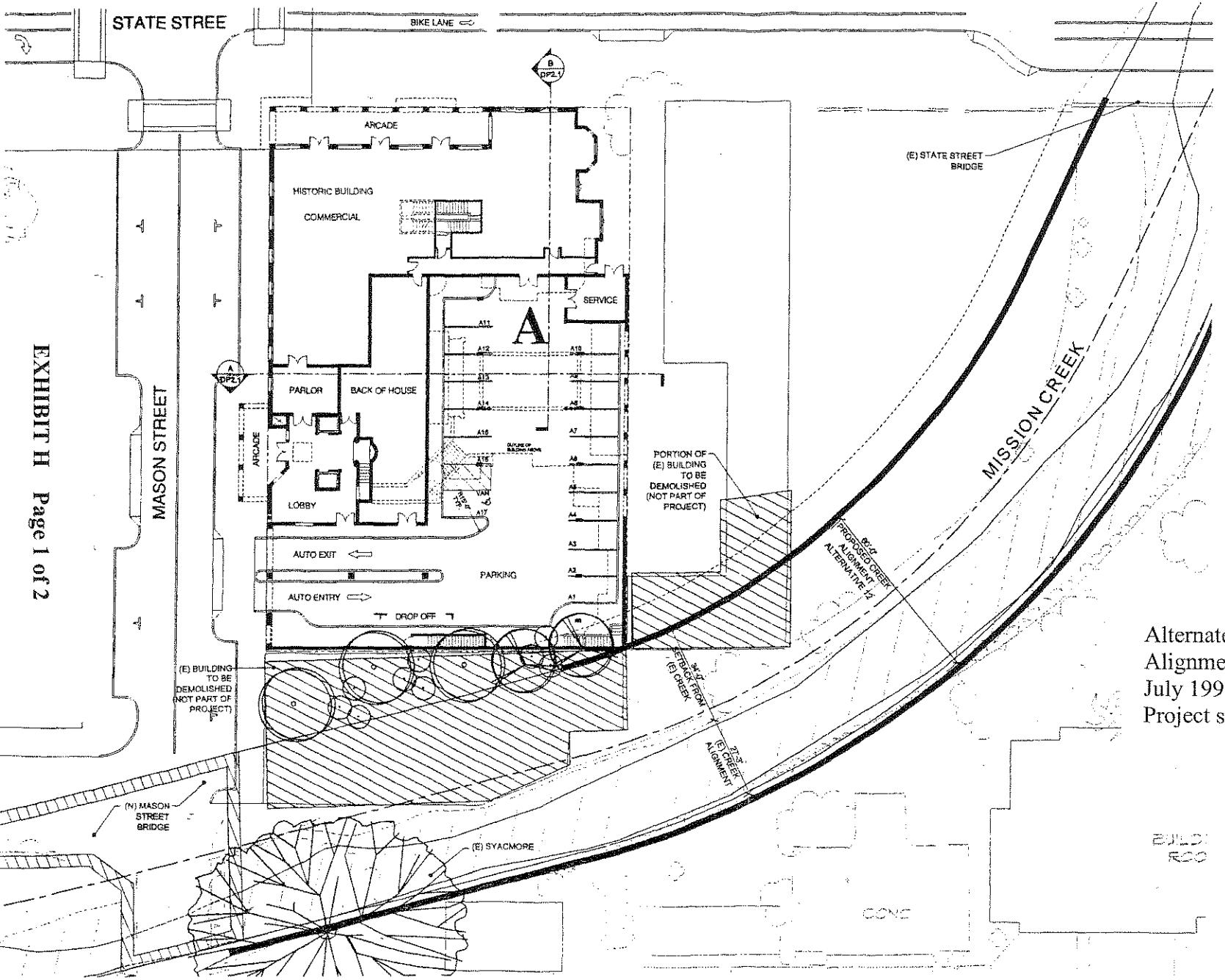


EXHIBIT H Page 1 of 2

ENT. DA de SANTA BARBARA

A Revitalization Proposal

AREA A ALTERNATIVE 12 MISSION CREEK ALIGNMENT

1" = 30' SCALE

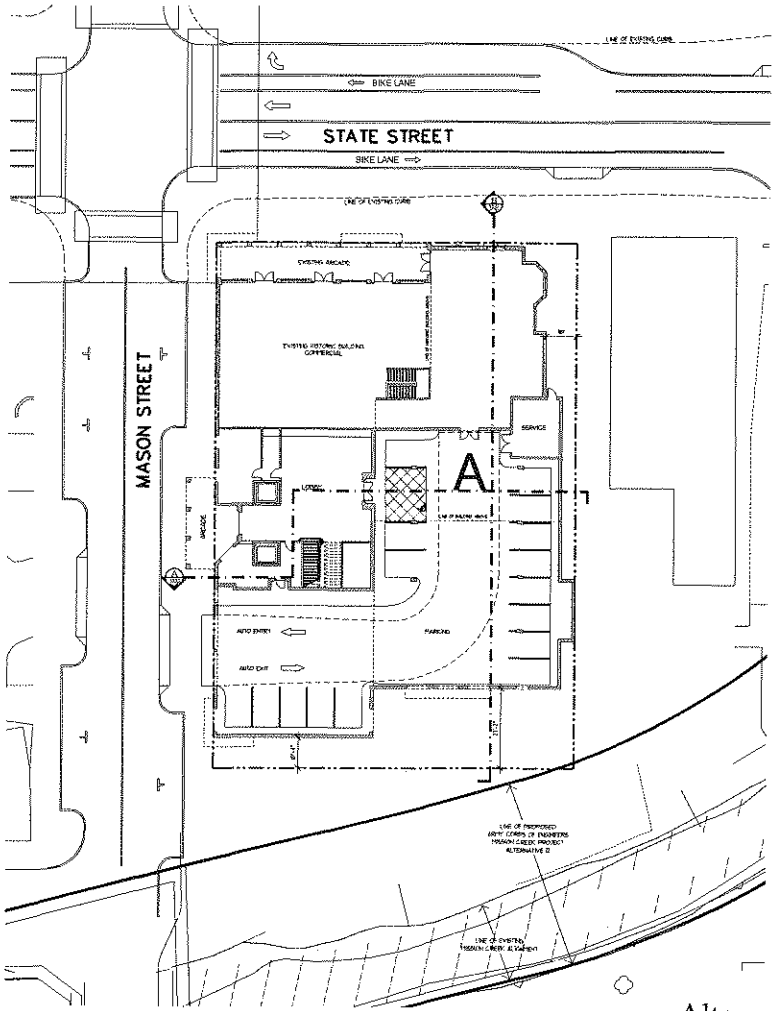
Alternate 12 Mission Creek Alignment superimposed over the July 1999 approved Entrada Project site plan for Area A

north

3/3/00
7160509

B3 ARCHITECTS
A BERNUS BEEICH STUDIO

EXHIBIT H Page 2 of 2



NOTE
The entire site is located within the flood zone as indicated on the FEMA map. Flood proofing of substantially improved existing buildings and proposed buildings on the site will be required to a level six inches above the flood level indicated on the FEMA map. Flood proofing shall meet FEMA standards as required for new or substantially improved buildings and shall demonstrate compliance with the Flood Plain Management Ordinance as undefined in Chapter 22.24 of the City of Santa Barbara Municipal Code.

SITE PLAN AREA - A
SCALE 1/16" = 1'-0"

Alternate 12 Mission Creek Alignment superimposed over the Redesigned Entrada Project site plan for Area A

LENNY-YATES-VANLIDY
architecture / inc.

ARCHITECTURAL SITE PLAN
AREA A

Entrada
de
Santa Barbara

DP-2A

KAKU ASSOCIATES
A Corporation
Transportation Planning
Traffic Engineering
Parking Studies

MEMORANDUM

TO: **Debra Andaloro, City of Santa Barbara**
Rob Dayton, City of Santa Barbara

FROM: Pat Gibson

SUBJECT: Trip Generation and Parking Demand Analysis
Entrada de Santa Barbara
Revised Project Description

DATE: June 20, 2001 **REF: 1083**

Entrada de Santa Barbara is a proposed mixed use development planned for the waterfront area along Lower State Street at Main Street in Santa Barbara. The project, approved by the Planning Commission and the City Council of Santa Barbara in 1999, has been reduced in scope to further address issues of size, bulk and scale.

This memo summarizes the trip generation and the parking demands of the revised project. The memo also compares the trip generation and the parking demands of the revised project to the previously approved project.

PROJECT DESCRIPTION

The project proposes to construct a "resort share" timeshare development accommodating 56 timeshare units. In addition, a total of 16,864 square feet of ground level retail space would be constructed as part of the development. The project would also include a 2,500 square foot Visitor Center for a total gross leasable area of 19,364. (The trip generation of the Visitor Center is not considered in this memo because it has been judged to be an existing use in the area and therefore would have no effect on trip generation. Its parking demand will be accommodated in a municipal parking lot across State Street from the Entrada project.) The

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timeshare units are capable of being divided into two units on a "lockout" basis wherein each of the 56 units could serve two guests/families on any given night.

Both of these land use elements represent a reduction of intensity as compared to the previously approved project that included 81 timeshare units and 17,530 square feet of retail space. In the previous project version, the 81 timeshare units could also be operated in the lockout mode as described above.

The revised project would provide off-street parking to accommodate 210 vehicles. This is the same parking supply approved by the City for the larger previously approved version of the project.

REVISED PROJECT TRIP GENERATION ANALYSIS

Weekday Analysis

Table 1 shows a comparison of the trip generation from the previously approved project and the revised land use plan. The top portion of Table 1 shows that the previously approved project resulted in a net reduction of 1,371 daily trips and 116 afternoon peak hour trips when compared to the potential trip generation of the existing land uses on the site. Based on these reductions, the project was found to cause no impacts on the street system.

Trip generation rates for the land uses in Table 1 and 2 are taken from the Institute of Transportation Engineers Trip Generation Manual, Sixth Edition.

The bottom portion of Table 1 shows that the revised land uses in the proposed project will result in a trip reduction even greater than the original proposal. The revised proposal would

reduce daily traffic by 1,745 trips and afternoon peak hour traffic by 149 trips. Both of these reductions are greater than the previously approved project.

Weekend Analysis

Table 2 shows that the revised project would also result in a reduction in trips when compared to the approved project. The previously approved project would result in a Weekend daily reduction of 1,093 trips and a peak hour trip reduction of 115 trips when compared to the trip generation potential of the existing land uses on site.

The revised proposal reduces Weekend daily traffic by 1,409 trips and reduces the peak hour by 146 trips.

Conclusion

Since the revised project results in even a greater traffic reduction than the previously approved proposal and since the previous proposal did not cause any impacts, it follows that the revised project will also not cause any project specific nor cumulative impacts. The revised project reduces traffic intensity by generating fewer trips than the original proposal. The revised project will retain all intersection cross-sections and traffic control device installations as designed in the approved project.

Because the traffic capacity is retained from the approved project, traffic is better dispersed in the revised proposal and the trip generation is reduced by the revised land uses. The conclusion of "no project specific nor cumulative impacts" will also apply to the revised project.

SHARED PARKING ANALYSIS

This portion of the memo summarizes the parking demand likely to be generated by the revised project and compares that demand to the proposed supply to be constructed with the development. The analysis methodology is identical to that used in the May 1999 report by Kaku Associates.

The basic methodology used calculates the parking supply that might be required by the City Parking Code and then uses the Urban land Institute's (ULI) Shared Parking (1983) analysis to measure the likely parking demand of the mixed use project.

CODE REQUIREMENTS

Table 3 shows an application of the City Parking Code to the revised land uses in the project. Treating the timeshare units as hotel rooms and taking the most conservative position that all lockout units would be occupied on the same night as all the base units, a parking requirement of 1.0 spaces per room was applied to all 112 rooms. The ULI study found that the typical mode split for hotel units was 80% by automobile and 20% by taxi, transit, drop-off, etc. Since the project is located adjacent to the train station and taxi service to the airport will be available, this mode split seems appropriate for this location.

The 16,864 sf of retail/commercial space requires 4 spaces per 1,000 sf in the City Code. Because of its location (on the transit system and adjacent to both the downtown and the beach) and the mixed use nature of the development, the Entrada de Santa Barbara is very likely to attract a number of pedestrian, transit and internal trips to its commercial elements. A conservative estimate of 40% was applied to the City Code requirements to reflect the unique nature of this location and mixed-use development.

Under the City Code, modified by the timeshare mode split and the retail/commercial mode split and internal capture, the project would require 90 spaces for the timeshare units and 41 spaces for the retail/commercial space for a total requirement of 131 spaces.

Even if the transit and pedestrian/internal capture adjustments were not taken as suggested in the top portion of Table 3, the zoning code parking requirement for the revised project would be 112 spaces for the timeshare units and 68 spaces for the retail space. The total parking requirement for the revised project, absent any adjustments, would be 180 spaces.

The project proposes to supply 210 spaces on site. Thus, the revised project would meet the Zoning Code parking requirements.

SHARED PARKING ANALYSIS

The shared parking concept recognizes that a variety of land uses within a mixed-use development may be able to share parking spaces. Because of the variations in parking demand by hour of the day and by seasons of the year, it may be possible to serve a particular combination of land uses with a smaller parking supply than would be required if all the land uses were located separately. For example, an office building and a cinema may be able to share a parking lot with the office workers parking in the daytime and the cinema visitors using the same spaces at night.

Table 4 shows the results of a shared parking analysis of the revised land use plan. For the analysis in Table 4, the timeshare units were assumed to be fully occupied (all 112 units) and the ULI national average of 1.25 spaces per unit has been used as the peak parking rate.

The 16,684 sf or retail had a peak parking rate of 4.0 spaces per 1,000 sf on a Saturday and 3.8 spaces/1,000 sf on a weekday, consistent with ULI national averages.

No discounts were taken for retail mode split, pass-by trips or internal capture. Therefore the parking demand estimate shown in Table 4 represents worst-case conditions.

The results in Table 4 show the hourly parking demand for the month of July – one of the two peak months of the year for the project parking demand. The peak parking on a weekday occurs at 8 p.m. when the retail has some parking demand and the timeshare units are almost at their peak. The parking demand at this time of day is 143 spaces.

On a weekend, the peak parking demand again occurs late in the evening. At 10 p.m. the peak parking demand is 132 spaces.

Table 5 shows the peak parking demand for weekday and weekend for each month of the year. The peak always occurs late in the evening when the timeshare units experience high parking demand. As shown, July and August are the peak parking months of the year. The Appendix of this report contains the monthly shared parking analysis worksheets.

Visitor Center Parking

The revised land use plan for the project includes the relocation of the existing Visitor Center to the site. A public parking lot with 41 spaces will be built across State Street from the Visitor Center and it will be connected to the project by a signalized crosswalk located near the northern boundary of the project. It should be noted that this 41-space parking lot is not included in the 210-space on-site parking supply.

The parking demand of the Visitor Center is expected to peak at 10 spaces. The Center will be most active in the middle of the day during the summer months. As shown in Table 4, the parking supply of the revised project is only about one-half occupied during the middle of the

day, and therefore the 10-space demand generated by the Visitor Center could easily be accommodated on site within the project.

Parking Conclusion

The revised land use plan will generate less parking demand than the previous proposal and this reduced project parking demand can be accommodated within the 210 on-site spaces proposed. The project reduces the on-street parking supply along Mason Street by 11 spaces, but the on-site parking supply has enough additional capacity to accommodate this demand. The 10-space demand generated by the Visitor Center can be accommodated on site because it occurs at a time of the day when ample parking is available on site. Therefore, a parking modification is not required.

The parking supply proposed by the project is adequate to accommodate project parking demand, and the reduction of 11 on-street spaces is not expected to result in any areawide or localized parking impacts.

SUMMARY

The revised description for the Entrada de Santa Barbara project would reduce the number of timeshare units from 81 to 56 while reducing the 17,530 square feet of gross leasable are of retail space to 16, 864 sf. The project parking supply of 210 spaces has not been reduced and still offers the same parking supply offered as a part of the larger, previously approved project. Likewise, the roadway improvements and the traffic control devices proposed to be part of the previously approved project are still included in the project description for the revised project – despite its size reduction.

The revised project would result in fewer trips generated than the previously approved project. This is true for both weekday and Sunday conditions. Since the project trip generation will decrease, the conclusion that the project would not cause any project-specific or cumulative impacts is still valid.

The proposed 210-space on-site parking supply meets City Parking Code requirements and would be adequate to accommodate full project parking demand during all months of the year

TABLE 1
ENTRADA DE SANTA BARBARA

WEEKDAY TRIP GENERATION COMPARISON

APPROVED PROJECT

	SIZE	DAILY TRIPS	WEEKDAY PM PEAK HOUR TRIPS		
			TOTAL	IN	OUT
Proposed					
"Resort Share"	162	949	87	59	28
Retail	17,530	2,123	191	92	99
TOTAL		3,072	278	151	127
Existing					
Hotel	96	(856)	(68)	(33)	(35)
Retail	36,850	(3,587)	(326)	(156)	(170)
Total		(4,443)	(394)	(189)	(205)
NET NEW TOTAL		**(1,371)**	**(116)**	**(38)**	**(78)**

REVISED LAND USE

	SIZE	DAILY TRIPS	WEEKDAY PM PEAK HOUR TRIPS		
			TOTAL	IN	OUT
Proposed					
"Resort Share"	112	656	61	41	20
Retail	16,864	2,042	184	89	95
TOTAL		2,698	245	130	115
Existing					
Hotel	96	(856)	(68)	(33)	(35)
Retail	36,850	(3,587)	(326)	(156)	(170)
Total		(4,443)	(394)	(189)	(205)
NET NEW TOTAL		**(1,745)**	**(149)**	**(59)**	**(90)**

TABLE 2
ENTRADA DE SANTA BARBARA

WEEKEND TRIP GENERATION COMPARISON

APPROVED PROJECT

	SIZE	DAILY TRIPS	WEEKDAY PM PEAK HOUR TRIPS		
			TOTAL	IN	OUT
Proposed					
"Resort Share"	162	784	73	36	37
Retail	17,530	1,943	236	116	120
TOTAL		2,727	309	152	157
Existing					
Hotel	96	(814)	(72)	(39)	(33)
Retail	36,850	(3,006)	(352)	(172)	(180)
Total		(3,820)	(424)	(211)	(213)
NET NEW TOTAL		**(1,093)**	**(115)**	**(59)**	**(56)**

REVISED LAND USE

	SIZE	DAILY TRIPS	WEEKDAY PM PEAK HOUR TRIPS		
			TOTAL	IN	OUT
Proposed					
"Resort Share"	112	542	51	25	26
Retail	16,864	1,869	227	111	116
TOTAL		2,411	278	136	142
Existing					
Hotel	96	(814)	(72)	(39)	(33)
Retail	36,850	(3,006)	(352)	(172)	(180)
Total		(3,820)	(424)	(211)	(213)
NET NEW TOTAL		**(1,409)**	**(146)**	**(75)**	**(71)**

TABLE 3
PARKING REQUIREMENT/PARKING DEMAND

Parking Demand - Adjusted by Mode Split and Passby/Capture Adjustment

LAND USE	AMOUNT	CODE REQUIREMENTS	AUTO MODE SPLIT	PASSBY/ CAPTURE	NET	
					RATE	SPACES
Timeshare	112 units	1.00/ unit	80%		0.80	90
Retail	16,864 sf	4/1000 sf		60%	2.40	41
TOTAL						131

City Zoning Ordinance Parking Requirement

LAND USE	AMOUNT	CODE REQUIREMENTS	AUTO MODE SPLIT	PASSBY/ CAPTURE	NET	
					RATE	SPACES
Timeshare	112 units	1.25/ unit			1.00	112
Retail	16,864 sf	4/1000 sf			4.00	68
TOTAL						180

TABLE 4

PROJECT NAME ENTRADA DE SANTA BARBARA -- REVISED LAND USE PLAN

SHARED PARKING ESTIMATION-INPUT ASSUMPTIONS

PROJECT #: 983

PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : JUL

LAND USE	SIZE	DEMAND RATIO Weekday	DEMAND RATIO Weekend	%AUTO	PERS/AUTO	% CAPTIVE	MONTH ADJMT Weekday	MONTH ADJMT Saturday
OFFICE	0	3.00	0.50	100%	1.2	N/A	1.00	1.00
RETAIL	16.84	3.80	4.00	100%	1.8	0%	0.75	0.75
RESTAURANT	0	20.00	20.00	100%	2.0	0%	1.00	1.00
CINEMA	0	0.13	0.23	100%	2.0	0%	1.00	1.00
NCBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
CBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
HOTEL-ROOM	112	1.25	1.25	80%	1.4	N/A	1.00	1.00
HOTEL-REST.	0	10.00	10.00	100%	2.0	0%	1.00	1.00
HOTEL-CONF.	0	0.50	0.50	100%	2.0	0%	1.00	1.00
HOTEL-CONV.	0	30.00	30.00	100%	2.0	0%	0.50	0.50

TABLE 4 (CONTINUED)
PARKING ACCUMULATION SUMMARY

PROJECT #: 983
PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : JUL

WEEKDAY

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	112	0	0	0	112	
7 a.m.	0	4	0	0	0	0	95	0	0	0	99	
8 a.m.	0	9	0	0	0	0	73	0	0	0	82	
9 a.m.	0	20	0	0	0	0	62	0	0	0	82	
10 a.m.	0	33	0	0	0	0	50	0	0	0	83	
11 a.m.	0	42	0	0	0	0	39	0	0	0	81	
12 noon	0	47	0	0	0	0	34	0	0	0	81	
1 p.m.	0	48	0	0	0	0	34	0	0	0	82	
2 p.m.	0	47	0	0	0	0	39	0	0	0	86	
3 p.m.	0	46	0	0	0	0	39	0	0	0	85	
4 p.m.	0	42	0	0	0	0	50	0	0	0	92	
5 p.m.	0	38	0	0	0	0	67	0	0	0	105	
6 p.m.	0	39	0	0	0	0	78	0	0	0	117	
7 p.m.	0	43	0	0	0	0	84	0	0	0	127	
8 p.m.	0	42	0	0	0	0	101	0	0	0	143	*
9 p.m.	0	29	0	0	0	0	106	0	0	0	135	
10 p.m.	0	15	0	0	0	0	112	0	0	0	127	
11 p.m.	0	6	0	0	0	0	112	0	0	0	118	
12 mid.	0	0	0	0	0	0	112	0	0	0	112	

Max = 143

WEEKEND

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	101	0	0	0	101	
7 a.m.	0	3	0	0	0	0	78	0	0	0	81	
8 a.m.	0	5	0	0	0	0	67	0	0	0	72	
9 a.m.	0	15	0	0	0	0	56	0	0	0	71	
10 a.m.	0	23	0	0	0	0	45	0	0	0	68	
11 a.m.	0	38	0	0	0	0	39	0	0	0	77	
12 noon	0	43	0	0	0	0	34	0	0	0	77	
1 p.m.	0	48	0	0	0	0	34	0	0	0	82	
2 p.m.	0	51	0	0	0	0	39	0	0	0	90	
3 p.m.	0	51	0	0	0	0	45	0	0	0	96	
4 p.m.	0	45	0	0	0	0	56	0	0	0	101	
5 p.m.	0	38	0	0	0	0	67	0	0	0	105	
6 p.m.	0	33	0	0	0	0	78	0	0	0	111	
7 p.m.	0	30	0	0	0	0	90	0	0	0	120	
8 p.m.	0	28	0	0	0	0	101	0	0	0	129	
9 p.m.	0	20	0	0	0	0	106	0	0	0	126	
10 p.m.	0	20	0	0	0	0	112	0	0	0	132	*
11 p.m.	0	5	0	0	0	0	112	0	0	0	117	
12 mid.	0	0	0	0	0	0	112	0	0	0	112	

Max = 132

Note:
* Denotes peak shared parking demand.

TABLE 5
PEAK PARKING DEMAND BY MONTH
ENTRADA DE SANTA BARBARA - REVISED LAND USE PLAN

MONTH	PEAK PARKING DEMAND	
	WEEKDAY	SATURDAY
JANUARY	129	91
FEBRUARY	129	96
MARCH	137	110
APRIL	137	115
MAY	137	115
JUNE	144	122
JULY	144	133
AUGUST	144	133
SEPTEMBER	139	122
OCTOBER	139	122
NOVEMBER	132	112
DECEMBER	144	105

Note:
Peak parking demand on both weekdays and weekends occurs during the 8-11 PM period.

APPENDIX

SHARED PARKING ANALYSIS BY MONTH

TABLE A1

PROJECT NAME ENTRADA DE SANTA BARBARA -- REVISED LAND USE PLAN

SHARED PARKING ESTIMATION-INPUT ASSUMPTIONS

PROJECT #: 983

PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : JAN

LAND USE	SIZE	DEMAND RATIO Weekday	DEMAND RATIO Weekend	%AUTO	PERS/AUTO	% CAPTIVE	MONTH ADJMT Weekday	MONTH ADJMT Saturday
OFFICE	0	3.00	0.50	100%	1.2	N/A	1.00	1.00
RETAIL	16.84	3.80	4.00	100%	1.8	0%	0.65	0.65
RESTAURANT	0	20.00	20.00	100%	2.0	0%	0.80	0.80
CINEMA	0	0.13	0.23	100%	2.0	0%	0.90	0.90
NCBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
CBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
HOTEL-ROOM	112	1.25	1.25	80%	1.4	N/A	0.90	0.65
HOTEL-REST.	0	10.00	10.00	100%	2.0	0%	0.80	0.80
HOTEL-CONF.	0	0.50	0.50	100%	2.0	0%	1.00	1.00
HOTEL-CONV.	0	30.00	30.00	100%	2.0	0%	0.20	0.20

TABLE A1 (CONTINUED)
PARKING ACCUMULATION SUMMARY

PROJECT #: 983
PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : JAN

WEEKDAY

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	101	0	0	0	101	
7 a.m.	0	3	0	0	0	0	86	0	0	0	89	
8 a.m.	0	7	0	0	0	0	66	0	0	0	73	
9 a.m.	0	17	0	0	0	0	55	0	0	0	72	
10 a.m.	0	28	0	0	0	0	45	0	0	0	73	
11 a.m.	0	36	0	0	0	0	35	0	0	0	71	
12 noon	0	40	0	0	0	0	30	0	0	0	70	
1 p.m.	0	42	0	0	0	0	30	0	0	0	72	
2 p.m.	0	40	0	0	0	0	35	0	0	0	75	
3 p.m.	0	40	0	0	0	0	35	0	0	0	75	
4 p.m.	0	36	0	0	0	0	45	0	0	0	81	
5 p.m.	0	33	0	0	0	0	60	0	0	0	93	
6 p.m.	0	34	0	0	0	0	71	0	0	0	105	
7 p.m.	0	37	0	0	0	0	76	0	0	0	113	
8 p.m.	0	36	0	0	0	0	91	0	0	0	127	*
9 p.m.	0	25	0	0	0	0	96	0	0	0	121	
10 p.m.	0	13	0	0	0	0	101	0	0	0	114	
11 p.m.	0	5	0	0	0	0	101	0	0	0	106	
12 mid.	0	0	0	0	0	0	101	0	0	0	101	

Max = 127

WEEKEND

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	66	0	0	0	66	
7 a.m.	0	2	0	0	0	0	51	0	0	0	53	
8 a.m.	0	4	0	0	0	0	44	0	0	0	48	
9 a.m.	0	13	0	0	0	0	36	0	0	0	49	
10 a.m.	0	20	0	0	0	0	29	0	0	0	49	
11 a.m.	0	33	0	0	0	0	25	0	0	0	58	
12 noon	0	37	0	0	0	0	22	0	0	0	59	
1 p.m.	0	42	0	0	0	0	22	0	0	0	64	
2 p.m.	0	44	0	0	0	0	25	0	0	0	69	
3 p.m.	0	44	0	0	0	0	29	0	0	0	73	
4 p.m.	0	39	0	0	0	0	36	0	0	0	75	
5 p.m.	0	33	0	0	0	0	44	0	0	0	77	
6 p.m.	0	28	0	0	0	0	51	0	0	0	79	
7 p.m.	0	26	0	0	0	0	58	0	0	0	84	
8 p.m.	0	24	0	0	0	0	66	0	0	0	90	
9 p.m.	0	18	0	0	0	0	69	0	0	0	87	
10 p.m.	0	18	0	0	0	0	73	0	0	0	91	*
11 p.m.	0	4	0	0	0	0	73	0	0	0	77	
12 mid.	0	0	0	0	0	0	73	0	0	0	73	

Max = 91

Note:
* Denotes peak shared parking demand.

TABLE A2

PROJECT NAME ENTRADA DE SANTA BARBARA -- REVISED LAND USE PLAN

SHARED PARKING ESTIMATION-INPUT ASSUMPTIONS

PROJECT #: 983

PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : FEB

LAND USE	SIZE	DEMAND RATIO Weekday	DEMAND RATIO Weekend	%AUTO	PERS/AUTO	% CAPTIVE	MONTH ADJMT Weekday	MONTH ADJMT Saturday
OFFICE	0	3.00	0.50	100%	1.2	N/A	1.00	1.00
RETAIL	16.84	3.80	4.00	100%	1.8	0%	0.65	0.65
RESTAURANT	0	20.00	20.00	100%	2.0	0%	0.75	0.75
CINEMA	0	0.13	0.23	100%	2.0	0%	0.70	0.70
NCBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
CBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
HOTEL-ROOM	112	1.25	1.25	80%	1.4	N/A	0.90	0.70
HOTEL-REST.	0	10.00	10.00	100%	2.0	0%	0.75	0.75
HOTEL-CONF.	0	0.50	0.50	100%	2.0	0%	1.00	1.00
HOTEL-CONV.	0	30.00	30.00	100%	2.0	0%	0.40	0.40

TABLE A2 (CONTINUED)
PARKING ACCUMULATION SUMMARY

PROJECT #: 983
PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : FEB

WEEKDAY

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	101	0	0	0	101	
7 a.m.	0	3	0	0	0	0	86	0	0	0	89	
8 a.m.	0	7	0	0	0	0	66	0	0	0	73	
9 a.m.	0	17	0	0	0	0	55	0	0	0	72	
10 a.m.	0	28	0	0	0	0	45	0	0	0	73	
11 a.m.	0	36	0	0	0	0	35	0	0	0	71	
12 noon	0	40	0	0	0	0	30	0	0	0	70	
1 p.m.	0	42	0	0	0	0	30	0	0	0	72	
2 p.m.	0	40	0	0	0	0	35	0	0	0	75	
3 p.m.	0	40	0	0	0	0	35	0	0	0	75	
4 p.m.	0	36	0	0	0	0	45	0	0	0	81	
5 p.m.	0	33	0	0	0	0	60	0	0	0	93	
6 p.m.	0	34	0	0	0	0	71	0	0	0	105	
7 p.m.	0	37	0	0	0	0	76	0	0	0	113	
8 p.m.	0	36	0	0	0	0	91	0	0	0	127	*
9 p.m.	0	25	0	0	0	0	96	0	0	0	121	
10 p.m.	0	13	0	0	0	0	101	0	0	0	114	
11 p.m.	0	5	0	0	0	0	101	0	0	0	106	
12 mid.	0	0	0	0	0	0	101	0	0	0	101	

Max = 127

WEEKEND

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	71	0	0	0	71	
7 a.m.	0	2	0	0	0	0	55	0	0	0	57	
8 a.m.	0	4	0	0	0	0	47	0	0	0	51	
9 a.m.	0	13	0	0	0	0	39	0	0	0	52	
10 a.m.	0	20	0	0	0	0	31	0	0	0	51	
11 a.m.	0	33	0	0	0	0	27	0	0	0	60	
12 noon	0	37	0	0	0	0	24	0	0	0	61	
1 p.m.	0	42	0	0	0	0	24	0	0	0	66	
2 p.m.	0	44	0	0	0	0	27	0	0	0	71	
3 p.m.	0	44	0	0	0	0	31	0	0	0	75	
4 p.m.	0	39	0	0	0	0	39	0	0	0	78	
5 p.m.	0	33	0	0	0	0	47	0	0	0	80	
6 p.m.	0	28	0	0	0	0	55	0	0	0	83	
7 p.m.	0	26	0	0	0	0	63	0	0	0	89	
8 p.m.	0	24	0	0	0	0	71	0	0	0	95	
9 p.m.	0	18	0	0	0	0	74	0	0	0	92	
10 p.m.	0	18	0	0	0	0	78	0	0	0	96	*
11 p.m.	0	4	0	0	0	0	78	0	0	0	82	
12 mid.	0	0	0	0	0	0	78	0	0	0	78	

Max = 96

Note:
* Denotes peak shared parking demand.

TABLE A3

PROJECT NAME ENTRADA DE SANTA BARBARA -- REVISED LAND USE PLAN

SHARED PARKING ESTIMATION-INPUT ASSUMPTIONS

PROJECT #: 983

PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : MAR

LAND USE	SIZE	DEMAND RATIO Weekday	DEMAND RATIO Weekend	%AUTO	PERS/AUTO	% CAPTIVE	MONTH ADJMT Weekday	MONTH ADJMT Saturday
OFFICE	0	3.00	0.50	100%	1.2	N/A	1.00	1.00
RETAIL	16.84	3.80	4.00	100%	1.8	0%	0.70	0.70
RESTAURANT	0	20.00	20.00	100%	2.0	0%	0.90	0.90
CINEMA	0	0.13	0.23	100%	2.0	0%	0.50	0.50
NCBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
CBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
HOTEL-ROOM	112	1.25	1.25	80%	1.4	N/A	0.95	0.80
HOTEL-REST.	0	10.00	10.00	100%	2.0	0%	0.90	0.90
HOTEL-CONF.	0	0.50	0.50	100%	2.0	0%	1.00	1.00
HOTEL-CONV.	0	30.00	30.00	100%	2.0	0%	0.80	0.80

TABLE A3 (CONTINUED)
PARKING ACCUMULATION SUMMARY

PROJECT #: 983
PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : MAR

WEEKDAY

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	106	0	0	0	106	
7 a.m.	0	4	0	0	0	0	90	0	0	0	94	
8 a.m.	0	8	0	0	0	0	69	0	0	0	77	
9 a.m.	0	19	0	0	0	0	59	0	0	0	78	
10 a.m.	0	30	0	0	0	0	48	0	0	0	78	
11 a.m.	0	39	0	0	0	0	37	0	0	0	76	
12 noon	0	43	0	0	0	0	32	0	0	0	75	
1 p.m.	0	45	0	0	0	0	32	0	0	0	77	
2 p.m.	0	43	0	0	0	0	37	0	0	0	80	
3 p.m.	0	43	0	0	0	0	37	0	0	0	80	
4 p.m.	0	39	0	0	0	0	48	0	0	0	87	
5 p.m.	0	35	0	0	0	0	64	0	0	0	99	
6 p.m.	0	37	0	0	0	0	74	0	0	0	111	
7 p.m.	0	40	0	0	0	0	80	0	0	0	120	
8 p.m.	0	39	0	0	0	0	96	0	0	0	135	*
9 p.m.	0	27	0	0	0	0	101	0	0	0	128	
10 p.m.	0	14	0	0	0	0	106	0	0	0	120	
11 p.m.	0	6	0	0	0	0	106	0	0	0	112	
12 mid.	0	0	0	0	0	0	106	0	0	0	106	

Max = 135

WEEKEND

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	81	0	0	0	81	
7 a.m.	0	2	0	0	0	0	63	0	0	0	65	
8 a.m.	0	5	0	0	0	0	54	0	0	0	59	
9 a.m.	0	14	0	0	0	0	45	0	0	0	59	
10 a.m.	0	21	0	0	0	0	36	0	0	0	57	
11 a.m.	0	35	0	0	0	0	31	0	0	0	66	
12 noon	0	40	0	0	0	0	27	0	0	0	67	
1 p.m.	0	45	0	0	0	0	27	0	0	0	72	
2 p.m.	0	47	0	0	0	0	31	0	0	0	78	
3 p.m.	0	47	0	0	0	0	36	0	0	0	83	
4 p.m.	0	42	0	0	0	0	45	0	0	0	87	
5 p.m.	0	35	0	0	0	0	54	0	0	0	89	
6 p.m.	0	31	0	0	0	0	63	0	0	0	94	
7 p.m.	0	28	0	0	0	0	72	0	0	0	100	
8 p.m.	0	26	0	0	0	0	81	0	0	0	107	
9 p.m.	0	19	0	0	0	0	85	0	0	0	104	
10 p.m.	0	19	0	0	0	0	90	0	0	0	109	*
11 p.m.	0	5	0	0	0	0	90	0	0	0	95	
12 mid.	0	0	0	0	0	0	90	0	0	0	90	

Max = 109

Note:
* Denotes peak shared parking demand.

TABLE A4

PROJECT NAME ENTRADA DE SANTA BARBARA -- REVISED LAND USE PLAN

SHARED PARKING ESTIMATION-INPUT ASSUMPTIONS

PROJECT #: 983

PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : APR

		DEMAND RATIO					MONTH ADJMT	
LAND USE	SIZE	Weekday	Weekend	%AUTO	PERS/AUTO	% CAPTIVE	Weekday	Saturday
OFFICE	0	3.00	0.50	100%	1.2	N/A	1.00	1.00
RETAIL	16.84	3.80	4.00	100%	1.8	0%	0.70	0.70
RESTAURANT	0	20.00	20.00	100%	2.0	0%	0.90	0.90
CINEMA	0	0.13	0.23	100%	2.0	0%	0.70	0.70
NCBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
CBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
HOTEL-ROOM	112	1.25	1.25	80%	1.4	N/A	0.95	0.85
HOTEL-REST.	0	10.00	10.00	100%	2.0	0%	0.90	0.90
HOTEL-CONF.	0	0.50	0.50	100%	2.0	0%	1.00	1.00
HOTEL-CONV.	0	30.00	30.00	100%	2.0	0%	0.80	0.80

TABLE A4 (CONTINUED)

PARKING ACCUMULATION SUMMARY

PROJECT #: 983
PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : APR

WEEKDAY

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	106	0	0	0	106	
7 a.m.	0	4	0	0	0	0	90	0	0	0	94	
8 a.m.	0	8	0	0	0	0	69	0	0	0	77	
9 a.m.	0	19	0	0	0	0	59	0	0	0	78	
10 a.m.	0	30	0	0	0	0	48	0	0	0	78	
11 a.m.	0	39	0	0	0	0	37	0	0	0	76	
12 noon	0	43	0	0	0	0	32	0	0	0	75	
1 p.m.	0	45	0	0	0	0	32	0	0	0	77	
2 p.m.	0	43	0	0	0	0	37	0	0	0	80	
3 p.m.	0	43	0	0	0	0	37	0	0	0	80	
4 p.m.	0	39	0	0	0	0	48	0	0	0	87	
5 p.m.	0	35	0	0	0	0	64	0	0	0	99	
6 p.m.	0	37	0	0	0	0	74	0	0	0	111	
7 p.m.	0	40	0	0	0	0	80	0	0	0	120	
8 p.m.	0	39	0	0	0	0	96	0	0	0	135	*
9 p.m.	0	27	0	0	0	0	101	0	0	0	128	
10 p.m.	0	14	0	0	0	0	106	0	0	0	120	
11 p.m.	0	6	0	0	0	0	106	0	0	0	112	
12 mid.	0	0	0	0	0	0	106	0	0	0	106	

Max = 135

WEEKEND

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	86	0	0	0	86	
7 a.m.	0	2	0	0	0	0	67	0	0	0	69	
8 a.m.	0	5	0	0	0	0	57	0	0	0	62	
9 a.m.	0	14	0	0	0	0	48	0	0	0	62	
10 a.m.	0	21	0	0	0	0	38	0	0	0	59	
11 a.m.	0	35	0	0	0	0	33	0	0	0	68	
12 noon	0	40	0	0	0	0	29	0	0	0	69	
1 p.m.	0	45	0	0	0	0	29	0	0	0	74	
2 p.m.	0	47	0	0	0	0	33	0	0	0	80	
3 p.m.	0	47	0	0	0	0	38	0	0	0	85	
4 p.m.	0	42	0	0	0	0	48	0	0	0	90	
5 p.m.	0	35	0	0	0	0	57	0	0	0	92	
6 p.m.	0	31	0	0	0	0	67	0	0	0	98	
7 p.m.	0	28	0	0	0	0	76	0	0	0	104	
8 p.m.	0	26	0	0	0	0	86	0	0	0	112	
9 p.m.	0	19	0	0	0	0	90	0	0	0	109	
10 p.m.	0	19	0	0	0	0	95	0	0	0	114	*
11 p.m.	0	5	0	0	0	0	95	0	0	0	100	
12 mid.	0	0	0	0	0	0	95	0	0	0	95	

Max = 114

Note:
* Denotes peak shared parking demand.

TABLE A5

PROJECT NAME ENTRADA DE SANTA BARBARA -- REVISED LAND USE PLAN

SHARED PARKING ESTIMATION-INPUT ASSUMPTIONS

PROJECT #: 983

PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : MAY

LAND USE	SIZE	DEMAND RATIO Weekday	DEMAND RATIO Weekend	%AUTO	PERS/AUTO	% CAPTIVE	MONTH ADJMT Weekday	MONTH ADJMT Saturday
OFFICE	0	3.00	0.50	100%	1.2	N/A	1.00	1.00
RETAIL	16.84	3.80	4.00	100%	1.8	0%	0.70	0.70
RESTAURANT	0	20.00	20.00	100%	2.0	0%	0.95	0.95
CINEMA	0	0.13	0.23	100%	2.0	0%	0.70	0.70
NCBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
CBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
HOTEL-ROOM	112	1.25	1.25	80%	1.4	N/A	0.95	0.85
HOTEL-REST.	0	10.00	10.00	100%	2.0	0%	0.95	0.95
HOTEL-CONF.	0	0.50	0.50	100%	2.0	0%	1.00	1.00
HOTEL-CONV.	0	30.00	30.00	100%	2.0	0%	1.00	1.00

TABLE A5 (CONTINUED)
PARKING ACCUMULATION SUMMARY

PROJECT #: 983
PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : MAY

WEEKDAY

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	106	0	0	0	106	
7 a.m.	0	4	0	0	0	0	90	0	0	0	94	
8 a.m.	0	8	0	0	0	0	69	0	0	0	77	
9 a.m.	0	19	0	0	0	0	59	0	0	0	78	
10 a.m.	0	30	0	0	0	0	48	0	0	0	78	
11 a.m.	0	39	0	0	0	0	37	0	0	0	76	
12 noon	0	43	0	0	0	0	32	0	0	0	75	
1 p.m.	0	45	0	0	0	0	32	0	0	0	77	
2 p.m.	0	43	0	0	0	0	37	0	0	0	80	
3 p.m.	0	43	0	0	0	0	37	0	0	0	80	
4 p.m.	0	39	0	0	0	0	48	0	0	0	87	
5 p.m.	0	35	0	0	0	0	64	0	0	0	99	
6 p.m.	0	37	0	0	0	0	74	0	0	0	111	
7 p.m.	0	40	0	0	0	0	80	0	0	0	120	
8 p.m.	0	39	0	0	0	0	96	0	0	0	135	*
9 p.m.	0	27	0	0	0	0	101	0	0	0	128	
10 p.m.	0	14	0	0	0	0	106	0	0	0	120	
11 p.m.	0	6	0	0	0	0	106	0	0	0	112	Max =
12 mid.	0	0	0	0	0	0	106	0	0	0	106	135

WEEKEND

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	86	0	0	0	86	
7 a.m.	0	2	0	0	0	0	67	0	0	0	69	
8 a.m.	0	5	0	0	0	0	57	0	0	0	62	
9 a.m.	0	14	0	0	0	0	48	0	0	0	62	
10 a.m.	0	21	0	0	0	0	38	0	0	0	59	
11 a.m.	0	35	0	0	0	0	33	0	0	0	68	
12 noon	0	40	0	0	0	0	29	0	0	0	69	
1 p.m.	0	45	0	0	0	0	29	0	0	0	74	
2 p.m.	0	47	0	0	0	0	33	0	0	0	80	
3 p.m.	0	47	0	0	0	0	38	0	0	0	85	
4 p.m.	0	42	0	0	0	0	48	0	0	0	90	
5 p.m.	0	35	0	0	0	0	57	0	0	0	92	
6 p.m.	0	31	0	0	0	0	67	0	0	0	98	
7 p.m.	0	28	0	0	0	0	76	0	0	0	104	
8 p.m.	0	26	0	0	0	0	86	0	0	0	112	
9 p.m.	0	19	0	0	0	0	90	0	0	0	109	
10 p.m.	0	19	0	0	0	0	95	0	0	0	114	*
11 p.m.	0	5	0	0	0	0	95	0	0	0	100	Max =
12 mid.	0	0	0	0	0	0	95	0	0	0	95	114

Note:
* Denotes peak shared parking demand.

TABLE A6

PROJECT NAME ENTRADA DE SANTA BARBARA -- REVISED LAND USE PLAN

SHARED PARKING ESTIMATION-INPUT ASSUMPTIONS

PROJECT #: 983

PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : JUN

		DEMAND RATIO					MONTH ADJMT	
LAND USE	SIZE	Weekday	Weekend	%AUTO	PERS/AUTO	% CAPTIVE	Weekday	Saturday
OFFICE	0	3.00	0.50	100%	1.2	N/A	1.00	1.00
RETAIL	16.84	3.80	4.00	100%	1.8	0%	0.75	0.75
RESTAURANT	0	20.00	20.00	100%	2.0	0%	1.00	1.00
CINEMA	0	0.13	0.23	100%	2.0	0%	1.00	1.00
NCBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
CBD-RESID	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
HOTEL-ROOM	112	1.25	1.25	80%	1.4	N/A	1.00	0.90
HOTEL-REST.	0	10.00	10.00	100%	2.0	0%	1.00	1.00
HOTEL-CONF.	0	0.50	0.50	100%	2.0	0%	1.00	1.00
HOTEL-CONV.	0	30.00	30.00	100%	2.0	0%	1.00	1.00

TABLE A6 (CONTINUED)
PARKING ACCUMULATION SUMMARY

PROJECT #: 983
PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : JUN

WEEKDAY

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	112	0	0	0	112	
7 a.m.	0	4	0	0	0	0	95	0	0	0	99	
8 a.m.	0	9	0	0	0	0	73	0	0	0	82	
9 a.m.	0	20	0	0	0	0	62	0	0	0	82	
10 a.m.	0	33	0	0	0	0	50	0	0	0	83	
11 a.m.	0	42	0	0	0	0	39	0	0	0	81	
12 noon	0	47	0	0	0	0	34	0	0	0	81	
1 p.m.	0	48	0	0	0	0	34	0	0	0	82	
2 p.m.	0	47	0	0	0	0	39	0	0	0	86	
3 p.m.	0	46	0	0	0	0	39	0	0	0	85	
4 p.m.	0	42	0	0	0	0	50	0	0	0	92	
5 p.m.	0	38	0	0	0	0	67	0	0	0	105	
6 p.m.	0	39	0	0	0	0	78	0	0	0	117	
7 p.m.	0	43	0	0	0	0	84	0	0	0	127	
8 p.m.	0	42	0	0	0	0	101	0	0	0	143	*
9 p.m.	0	29	0	0	0	0	106	0	0	0	135	
10 p.m.	0	15	0	0	0	0	112	0	0	0	127	
11 p.m.	0	6	0	0	0	0	112	0	0	0	118	
12 mid.	0	0	0	0	0	0	112	0	0	0	112	

Max = 143

WEEKEND

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	91	0	0	0	91	
7 a.m.	0	3	0	0	0	0	71	0	0	0	74	
8 a.m.	0	5	0	0	0	0	60	0	0	0	65	
9 a.m.	0	15	0	0	0	0	50	0	0	0	65	
10 a.m.	0	23	0	0	0	0	40	0	0	0	63	
11 a.m.	0	38	0	0	0	0	35	0	0	0	73	
12 noon	0	43	0	0	0	0	30	0	0	0	73	
1 p.m.	0	48	0	0	0	0	30	0	0	0	78	
2 p.m.	0	51	0	0	0	0	35	0	0	0	86	
3 p.m.	0	51	0	0	0	0	40	0	0	0	91	
4 p.m.	0	45	0	0	0	0	50	0	0	0	95	
5 p.m.	0	38	0	0	0	0	60	0	0	0	98	
6 p.m.	0	33	0	0	0	0	71	0	0	0	104	
7 p.m.	0	30	0	0	0	0	81	0	0	0	111	
8 p.m.	0	28	0	0	0	0	91	0	0	0	119	
9 p.m.	0	20	0	0	0	0	96	0	0	0	116	
10 p.m.	0	20	0	0	0	0	101	0	0	0	121	*
11 p.m.	0	5	0	0	0	0	101	0	0	0	106	
12 mid.	0	0	0	0	0	0	101	0	0	0	101	

Max = 121

Note:
*- Denotes peak shared parking demand.

TABLE A8

PROJECT NAME ENTRADA DE SANTA BARBARA -- REVISED LAND USE PLAN

SHARED PARKING ESTIMATION-INPUT ASSUMPTIONS

PROJECT #: 983

PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : JUL

		DEMAND RATIO					MONTH ADJMT	
LAND USE	SIZE	Weekday	Weekend	%AUTO	PERS/AUTO	% CAPTIVE	Weekday	Saturday
OFFICE	0	3.00	0.50	100%	1.2	N/A	1.00	1.00
RETAIL	16.84	3.80	4.00	100%	1.8	0%	0.75	0.75
RESTAURANT	0	20.00	20.00	100%	2.0	0%	1.00	1.00
CINEMA	0	0.13	0.23	100%	2.0	0%	1.00	1.00
NCBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
CBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
HOTEL-ROOM	112	1.25	1.25	80%	1.4	N/A	1.00	1.00
HOTEL-REST.	0	10.00	10.00	100%	2.0	0%	1.00	1.00
HOTEL-CONF.	0	0.50	0.50	100%	2.0	0%	1.00	1.00
HOTEL-CONV.	0	30.00	30.00	100%	2.0	0%	0.50	0.50

TABLE A8 (CONTINUED)

PARKING ACCUMULATION SUMMARY

PROJECT #: 983
PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : JUL

WEEKDAY

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	112	0	0	0	112	
7 a.m.	0	4	0	0	0	0	95	0	0	0	99	
8 a.m.	0	9	0	0	0	0	73	0	0	0	82	
9 a.m.	0	20	0	0	0	0	62	0	0	0	82	
10 a.m.	0	33	0	0	0	0	50	0	0	0	83	
11 a.m.	0	42	0	0	0	0	39	0	0	0	81	
12 noon	0	47	0	0	0	0	34	0	0	0	81	
1 p.m.	0	48	0	0	0	0	34	0	0	0	82	
2 p.m.	0	47	0	0	0	0	39	0	0	0	86	
3 p.m.	0	46	0	0	0	0	39	0	0	0	85	
4 p.m.	0	42	0	0	0	0	50	0	0	0	92	
5 p.m.	0	38	0	0	0	0	67	0	0	0	105	
6 p.m.	0	39	0	0	0	0	78	0	0	0	117	
7 p.m.	0	43	0	0	0	0	84	0	0	0	127	
8 p.m.	0	42	0	0	0	0	101	0	0	0	143	*
9 p.m.	0	29	0	0	0	0	106	0	0	0	135	
10 p.m.	0	15	0	0	0	0	112	0	0	0	127	
11 p.m.	0	6	0	0	0	0	112	0	0	0	118	
12 mid.	0	0	0	0	0	0	112	0	0	0	112	

Max = 143

WEEKEND

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	101	0	0	0	101	
7 a.m.	0	3	0	0	0	0	78	0	0	0	81	
8 a.m.	0	5	0	0	0	0	67	0	0	0	72	
9 a.m.	0	15	0	0	0	0	56	0	0	0	71	
10 a.m.	0	23	0	0	0	0	45	0	0	0	68	
11 a.m.	0	38	0	0	0	0	39	0	0	0	77	
12 noon	0	43	0	0	0	0	34	0	0	0	77	
1 p.m.	0	48	0	0	0	0	34	0	0	0	82	
2 p.m.	0	51	0	0	0	0	39	0	0	0	90	
3 p.m.	0	51	0	0	0	0	45	0	0	0	96	
4 p.m.	0	45	0	0	0	0	56	0	0	0	101	
5 p.m.	0	38	0	0	0	0	67	0	0	0	105	
6 p.m.	0	33	0	0	0	0	78	0	0	0	111	
7 p.m.	0	30	0	0	0	0	90	0	0	0	120	
8 p.m.	0	28	0	0	0	0	101	0	0	0	129	
9 p.m.	0	20	0	0	0	0	106	0	0	0	126	
10 p.m.	0	20	0	0	0	0	112	0	0	0	132	*
11 p.m.	0	5	0	0	0	0	112	0	0	0	117	
12 mid.	0	0	0	0	0	0	112	0	0	0	112	

Max = 132

Note:
* Denotes peak shared parking demand.

TABLE A9

PROJECT NAME ENTRADA DE SANTA BARBARA -- REVISED LAND USE PLAN

SHARED PARKING ESTIMATION-INPUT ASSUMPTIONS

PROJECT #: 983

PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : AUG

LAND USE	SIZE	DEMAND RATIO Weekday	DEMAND RATIO Weekend	%AUTO	PERS/AUTO	% CAPTIVE	MONTH ADJMT Weekday	MONTH ADJMT Saturday
OFFICE	0	3.00	0.50	100%	1.2	N/A	1.00	1.00
RETAIL	16.84	3.80	4.00	100%	1.8	0%	0.75	0.75
RESTAURANT	0	20.00	20.00	100%	2.0	0%	0.85	0.85
CINEMA	0	0.13	0.23	100%	2.0	0%	0.70	0.70
NCBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
CBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
HOTEL-ROOM	112	1.25	1.25	80%	1.4	N/A	1.00	1.00
HOTEL-REST.	0	10.00	10.00	100%	2.0	0%	0.85	0.85
HOTEL-CONF.	0	0.50	0.50	100%	2.0	0%	1.00	1.00
HOTEL-CONV.	0	30.00	30.00	100%	2.0	0%	0.50	0.50

TABLE A9 (CONTINUED)

PARKING ACCUMULATION SUMMARY

PROJECT #: 983
PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : AUG

WEEKDAY

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	112	0	0	0	112	
7 a.m.	0	4	0	0	0	0	95	0	0	0	99	
8 a.m.	0	9	0	0	0	0	73	0	0	0	82	
9 a.m.	0	20	0	0	0	0	62	0	0	0	82	
10 a.m.	0	33	0	0	0	0	50	0	0	0	83	
11 a.m.	0	42	0	0	0	0	39	0	0	0	81	
12 noon	0	47	0	0	0	0	34	0	0	0	81	
1 p.m.	0	48	0	0	0	0	34	0	0	0	82	
2 p.m.	0	47	0	0	0	0	39	0	0	0	86	
3 p.m.	0	46	0	0	0	0	39	0	0	0	85	
4 p.m.	0	42	0	0	0	0	50	0	0	0	92	
5 p.m.	0	38	0	0	0	0	67	0	0	0	105	
6 p.m.	0	39	0	0	0	0	78	0	0	0	117	
7 p.m.	0	43	0	0	0	0	84	0	0	0	127	
8 p.m.	0	42	0	0	0	0	101	0	0	0	143	*
9 p.m.	0	29	0	0	0	0	106	0	0	0	135	
10 p.m.	0	15	0	0	0	0	112	0	0	0	127	
11 p.m.	0	6	0	0	0	0	112	0	0	0	118	
12 mid.	0	0	0	0	0	0	112	0	0	0	112	

Max = 143

WEEKEND

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	101	0	0	0	101	
7 a.m.	0	3	0	0	0	0	78	0	0	0	81	
8 a.m.	0	5	0	0	0	0	67	0	0	0	72	
9 a.m.	0	15	0	0	0	0	56	0	0	0	71	
10 a.m.	0	23	0	0	0	0	45	0	0	0	68	
11 a.m.	0	38	0	0	0	0	39	0	0	0	77	
12 noon	0	43	0	0	0	0	34	0	0	0	77	
1 p.m.	0	48	0	0	0	0	34	0	0	0	82	
2 p.m.	0	51	0	0	0	0	39	0	0	0	90	
3 p.m.	0	51	0	0	0	0	45	0	0	0	96	
4 p.m.	0	45	0	0	0	0	56	0	0	0	101	
5 p.m.	0	38	0	0	0	0	67	0	0	0	105	
6 p.m.	0	33	0	0	0	0	78	0	0	0	111	
7 p.m.	0	30	0	0	0	0	90	0	0	0	120	
8 p.m.	0	28	0	0	0	0	101	0	0	0	129	
9 p.m.	0	20	0	0	0	0	106	0	0	0	126	
10 p.m.	0	20	0	0	0	0	112	0	0	0	132	*
11 p.m.	0	5	0	0	0	0	112	0	0	0	117	
12 mid.	0	0	0	0	0	0	112	0	0	0	112	

Max = 132

Note:
* Denotes peak shared parking demand.

TABLE A9

PROJECT NAME ENTRADA DE SANTA BARBARA -- REVISED LAND USE PLAN

SHARED PARKING ESTIMATION-INPUT ASSUMPTIONS

PROJECT #: 983
PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : SEP

LAND USE	SIZE	DEMAND RATIO Weekday	DEMAND RATIO Weekend	%AUTO	PERS/AUTO	% CAPTIVE	MONTH ADJMT Weekday	MONTH ADJMT Saturday
OFFICE	0	3.00	0.50	100%	1.2	N/A	1.00	1.00
RETAIL	16.84	3.80	4.00	100%	1.8	0%	0.75	0.75
RESTAURANT	0	20.00	20.00	100%	2.0	0%	0.80	0.80
CINEMA	0	0.13	0.23	100%	2.0	0%	0.80	0.80
NCBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
CBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
HOTEL-ROOM	112	1.25	1.25	80%	1.4	N/A	0.95	0.90
HOTEL-REST.	0	10.00	10.00	100%	2.0	0%	0.80	0.80
HOTEL-CONF.	0	0.50	0.50	100%	2.0	0%	1.00	1.00
HOTEL-CONV.	0	30.00	30.00	100%	2.0	0%	0.70	0.70

TABLE A9 (CONTINUED)
PARKING ACCUMULATION SUMMARY

PROJECT #: 983
PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : SEP

WEEKDAY

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	106	0	0	0	106	
7 a.m.	0	4	0	0	0	0	90	0	0	0	94	
8 a.m.	0	9	0	0	0	0	69	0	0	0	78	
9 a.m.	0	20	0	0	0	0	59	0	0	0	79	
10 a.m.	0	33	0	0	0	0	48	0	0	0	81	
11 a.m.	0	42	0	0	0	0	37	0	0	0	79	
12 noon	0	47	0	0	0	0	32	0	0	0	79	
1 p.m.	0	48	0	0	0	0	32	0	0	0	80	
2 p.m.	0	47	0	0	0	0	37	0	0	0	84	
3 p.m.	0	46	0	0	0	0	37	0	0	0	83	
4 p.m.	0	42	0	0	0	0	48	0	0	0	90	
5 p.m.	0	38	0	0	0	0	64	0	0	0	102	
6 p.m.	0	39	0	0	0	0	74	0	0	0	113	
7 p.m.	0	43	0	0	0	0	80	0	0	0	123	
8 p.m.	0	42	0	0	0	0	96	0	0	0	138	*
9 p.m.	0	29	0	0	0	0	101	0	0	0	130	
10 p.m.	0	15	0	0	0	0	106	0	0	0	121	
11 p.m.	0	6	0	0	0	0	106	0	0	0	112	
12 mid.	0	0	0	0	0	0	106	0	0	0	106	

Max = 138

WEEKEND

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	91	0	0	0	91	
7 a.m.	0	3	0	0	0	0	71	0	0	0	74	
8 a.m.	0	5	0	0	0	0	60	0	0	0	65	
9 a.m.	0	15	0	0	0	0	50	0	0	0	65	
10 a.m.	0	23	0	0	0	0	40	0	0	0	63	
11 a.m.	0	38	0	0	0	0	35	0	0	0	73	
12 noon	0	43	0	0	0	0	30	0	0	0	73	
1 p.m.	0	48	0	0	0	0	30	0	0	0	78	
2 p.m.	0	51	0	0	0	0	35	0	0	0	86	
3 p.m.	0	51	0	0	0	0	40	0	0	0	91	
4 p.m.	0	45	0	0	0	0	50	0	0	0	95	
5 p.m.	0	38	0	0	0	0	60	0	0	0	98	
6 p.m.	0	33	0	0	0	0	71	0	0	0	104	
7 p.m.	0	30	0	0	0	0	81	0	0	0	111	
8 p.m.	0	28	0	0	0	0	91	0	0	0	119	
9 p.m.	0	20	0	0	0	0	96	0	0	0	116	
10 p.m.	0	20	0	0	0	0	101	0	0	0	121	*
11 p.m.	0	5	0	0	0	0	101	0	0	0	106	
12 mid.	0	0	0	0	0	0	101	0	0	0	101	

Max = 121

Note:
* Denotes peak shared parking demand.

TABLE A10

PROJECT NAME ENTRADA DE SANTA BARBARA -- REVISED LAND USE PLAN

SHARED PARKING ESTIMATION-INPUT ASSUMPTIONS

PROJECT #: 983
PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : OCT

		DEMAND RATIO					MONTH ADJMT	
LAND USE	SIZE	Weekday	Weekend	%AUTO	PERS/AUTO	% CAPTIVE	Weekday	Saturday
OFFICE	0	3.00	0.50	100%	1.2	N/A	1.00	1.00
RETAIL	16.84	3.80	4.00	100%	1.8	0%	0.75	0.75
RESTAURANT	0	20.00	20.00	100%	2.0	0%	0.80	0.80
CINEMA	0	0.13	0.23	100%	2.0	0%	0.70	0.70
NCBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
CBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
HOTEL-ROOM	112	1.25	1.25	80%	1.4	N/A	0.95	0.90
HOTEL-REST.	0	10.00	10.00	100%	2.0	0%	0.80	0.80
HOTEL-CONF.	0	0.50	0.50	100%	2.0	0%	1.00	1.00
HOTEL-CONV.	0	30.00	30.00	100%	2.0	0%	0.70	0.70

TABLE A10 (CONTINUED)
PARKING ACCUMULATION SUMMARY

PROJECT #: 983
PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : OCT

WEEKDAY

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	106	0	0	0	106	
7 a.m.	0	4	0	0	0	0	90	0	0	0	94	
8 a.m.	0	9	0	0	0	0	69	0	0	0	78	
9 a.m.	0	20	0	0	0	0	59	0	0	0	79	
10 a.m.	0	33	0	0	0	0	48	0	0	0	81	
11 a.m.	0	42	0	0	0	0	37	0	0	0	79	
12 noon	0	47	0	0	0	0	32	0	0	0	79	
1 p.m.	0	48	0	0	0	0	32	0	0	0	80	
2 p.m.	0	47	0	0	0	0	37	0	0	0	84	
3 p.m.	0	46	0	0	0	0	37	0	0	0	83	
4 p.m.	0	42	0	0	0	0	48	0	0	0	90	
5 p.m.	0	38	0	0	0	0	64	0	0	0	102	
6 p.m.	0	39	0	0	0	0	74	0	0	0	113	
7 p.m.	0	43	0	0	0	0	80	0	0	0	123	
8 p.m.	0	42	0	0	0	0	96	0	0	0	138	*
9 p.m.	0	29	0	0	0	0	101	0	0	0	130	
10 p.m.	0	15	0	0	0	0	106	0	0	0	121	
11 p.m.	0	6	0	0	0	0	106	0	0	0	112	Max =
12 mid.	0	0	0	0	0	0	106	0	0	0	106	138

WEEKEND

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	91	0	0	0	91	
7 a.m.	0	3	0	0	0	0	71	0	0	0	74	
8 a.m.	0	5	0	0	0	0	60	0	0	0	65	
9 a.m.	0	15	0	0	0	0	50	0	0	0	65	
10 a.m.	0	23	0	0	0	0	40	0	0	0	63	
11 a.m.	0	38	0	0	0	0	35	0	0	0	73	
12 noon	0	43	0	0	0	0	30	0	0	0	73	
1 p.m.	0	48	0	0	0	0	30	0	0	0	78	
2 p.m.	0	51	0	0	0	0	35	0	0	0	86	
3 p.m.	0	51	0	0	0	0	40	0	0	0	91	
4 p.m.	0	45	0	0	0	0	50	0	0	0	95	
5 p.m.	0	38	0	0	0	0	60	0	0	0	98	
6 p.m.	0	33	0	0	0	0	71	0	0	0	104	
7 p.m.	0	30	0	0	0	0	81	0	0	0	111	
8 p.m.	0	28	0	0	0	0	91	0	0	0	119	
9 p.m.	0	20	0	0	0	0	96	0	0	0	116	
10 p.m.	0	20	0	0	0	0	101	0	0	0	121	*
11 p.m.	0	5	0	0	0	0	101	0	0	0	106	Max =
12 mid.	0	0	0	0	0	0	101	0	0	0	101	121

Note:
* Denotes peak shared parking demand.

TABLE A11

PROJECT NAME ENTRADA DE SANTA BARBARA -- REVISED LAND USE PLAN

SHARED PARKING ESTIMATION-INPUT ASSUMPTIONS

PROJECT #: 983

PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : NOV

LAND USE	SIZE	DEMAND RATIO Weekday	DEMAND RATIO Weekend	%AUTO	PERS/AUTO	% CAPTIVE	MONTH ADJMT Weekday	MONTH ADJMT Saturday
OFFICE	0	3.00	0.50	100%	1.2	N/A	1.00	1.00
RETAIL	16.84	3.80	4.00	100%	1.8	0%	0.80	0.80
RESTAURANT	0	20.00	20.00	100%	2.0	0%	0.80	0.80
CINEMA	0	0.13	0.23	100%	2.0	0%	0.50	0.50
NCBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
CBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
HOTEL-ROOM	112	1.25	1.25	80%	1.4	N/A	0.85	0.80
HOTEL-REST.	0	10.00	10.00	100%	2.0	0%	0.80	0.80
HOTEL-CONF.	0	0.50	0.50	100%	2.0	0%	1.00	1.00
HOTEL-CONV.	0	30.00	30.00	100%	2.0	0%	0.40	0.40

TABLE A11 (CONTINUED)

PARKING ACCUMULATION SUMMARY

PROJECT #: 983
PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : NOV

WEEKDAY

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	95	0	0	0	95	
7 a.m.	0	4	0	0	0	0	81	0	0	0	85	
8 a.m.	0	9	0	0	0	0	62	0	0	0	71	
9 a.m.	0	22	0	0	0	0	52	0	0	0	74	
10 a.m.	0	35	0	0	0	0	43	0	0	0	78	
11 a.m.	0	45	0	0	0	0	33	0	0	0	78	
12 noon	0	50	0	0	0	0	29	0	0	0	79	
1 p.m.	0	51	0	0	0	0	29	0	0	0	80	
2 p.m.	0	50	0	0	0	0	33	0	0	0	83	
3 p.m.	0	49	0	0	0	0	33	0	0	0	82	
4 p.m.	0	45	0	0	0	0	43	0	0	0	88	
5 p.m.	0	40	0	0	0	0	57	0	0	0	97	
6 p.m.	0	42	0	0	0	0	67	0	0	0	109	
7 p.m.	0	46	0	0	0	0	71	0	0	0	117	
8 p.m.	0	45	0	0	0	0	86	0	0	0	131	*
9 p.m.	0	31	0	0	0	0	90	0	0	0	121	
10 p.m.	0	16	0	0	0	0	95	0	0	0	111	
11 p.m.	0	7	0	0	0	0	95	0	0	0	102	
12 mid.	0	0	0	0	0	0	95	0	0	0	95	

Max = 131

WEEKEND

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	81	0	0	0	81	
7 a.m.	0	3	0	0	0	0	63	0	0	0	66	
8 a.m.	0	5	0	0	0	0	54	0	0	0	59	
9 a.m.	0	16	0	0	0	0	45	0	0	0	61	
10 a.m.	0	24	0	0	0	0	36	0	0	0	60	
11 a.m.	0	40	0	0	0	0	31	0	0	0	71	
12 noon	0	46	0	0	0	0	27	0	0	0	73	
1 p.m.	0	51	0	0	0	0	27	0	0	0	78	
2 p.m.	0	54	0	0	0	0	31	0	0	0	85	
3 p.m.	0	54	0	0	0	0	36	0	0	0	90	
4 p.m.	0	48	0	0	0	0	45	0	0	0	93	
5 p.m.	0	40	0	0	0	0	54	0	0	0	94	
6 p.m.	0	35	0	0	0	0	63	0	0	0	98	
7 p.m.	0	32	0	0	0	0	72	0	0	0	104	
8 p.m.	0	30	0	0	0	0	81	0	0	0	111	
9 p.m.	0	22	0	0	0	0	85	0	0	0	107	
10 p.m.	0	22	0	0	0	0	90	0	0	0	112	*
11 p.m.	0	5	0	0	0	0	90	0	0	0	95	
12 mid.	0	0	0	0	0	0	90	0	0	0	90	

Max = 112

Note:
* Denotes peak shared parking demand.

TABLE A12

PROJECT NAME ENTRADA DE SANTA BARBARA -- REVISED LAND USE PLAN

SHARED PARKING ESTIMATION-INPUT ASSUMPTIONS

PROJECT #: 983

PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : DEC

LAND USE	SIZE	DEMAND RATIO Weekday	DEMAND RATIO Weekend	%AUTO	PERS/AUTO	% CAPTIVE	MONTH ADJMT Weekday	MONTH ADJMT Saturday
OFFICE	0	3.00	0.50	100%	1.2	N/A	1.00	1.00
RETAIL	16.84	3.80	4.00	100%	1 8	0%	1.00	1.00
RESTAURANT	0	20.00	20.00	100%	2 0	0%	0.90	0 90
CINEMA	0	0.13	0.23	100%	2.0	0%	0.90	0.90
NCBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
CBD-RESID.	0	1.00	1.00	N/A	N/A	N/A	1.00	1.00
HOTEL-ROOM	112	1.25	1.25	80%	1.4	N/A	0.85	0.65
HOTEL-REST.	0	10.00	10.00	100%	2.0	0%	0.80	0.80
HOTEL-CONF.	0	0.50	0.50	100%	2.0	0%	1.00	1.00
HOTEL-CONV.	0	30.00	30.00	100%	2.0	0%	0.20	0.20

TABLE A12 (CONTINUED)
PARKING ACCUMULATION SUMMARY

PROJECT #: 983
PROJECT : ENTRADA DE SANTA BARBARA -- REVISED Month : DEC

WEEKDAY

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	95	0	0	0	95	
7 a.m.	0	5	0	0	0	0	81	0	0	0	86	
8 a.m.	0	12	0	0	0	0	62	0	0	0	74	
9 a.m.	0	27	0	0	0	0	52	0	0	0	79	
10 a.m.	0	44	0	0	0	0	43	0	0	0	87	
11 a.m.	0	56	0	0	0	0	33	0	0	0	89	
12 noon	0	62	0	0	0	0	29	0	0	0	91	
1 p.m.	0	64	0	0	0	0	29	0	0	0	93	
2 p.m.	0	62	0	0	0	0	33	0	0	0	95	
3 p.m.	0	61	0	0	0	0	33	0	0	0	94	
4 p.m.	0	56	0	0	0	0	43	0	0	0	99	
5 p.m.	0	51	0	0	0	0	57	0	0	0	108	
6 p.m.	0	52	0	0	0	0	67	0	0	0	119	
7 p.m.	0	57	0	0	0	0	71	0	0	0	128	
8 p.m.	0	56	0	0	0	0	86	0	0	0	142	*
9 p.m.	0	39	0	0	0	0	90	0	0	0	129	
10 p.m.	0	20	0	0	0	0	95	0	0	0	115	
11 p.m.	0	8	0	0	0	0	95	0	0	0	103	
12 mid.	0	0	0	0	0	0	95	0	0	0	95	

Max = 142

WEEKEND

TIME	Office	Retail	Rest.	Cinema	Non CBD Res	CBD Res	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	0	0	0	66	0	0	0	66	
7 a.m.	0	3	0	0	0	0	51	0	0	0	54	
8 a.m.	0	7	0	0	0	0	44	0	0	0	51	
9 a.m.	0	20	0	0	0	0	36	0	0	0	56	
10 a.m.	0	30	0	0	0	0	29	0	0	0	59	
11 a.m.	0	51	0	0	0	0	25	0	0	0	76	
12 noon	0	57	0	0	0	0	22	0	0	0	79	
1 p.m.	0	64	0	0	0	0	22	0	0	0	86	
2 p.m.	0	67	0	0	0	0	25	0	0	0	92	
3 p.m.	0	67	0	0	0	0	29	0	0	0	96	
4 p.m.	0	61	0	0	0	0	36	0	0	0	97	
5 p.m.	0	51	0	0	0	0	44	0	0	0	95	
6 p.m.	0	44	0	0	0	0	51	0	0	0	95	
7 p.m.	0	40	0	0	0	0	58	0	0	0	98	
8 p.m.	0	37	0	0	0	0	66	0	0	0	103	*
9 p.m.	0	27	0	0	0	0	69	0	0	0	96	
10 p.m.	0	27	0	0	0	0	73	0	0	0	100	
11 p.m.	0	7	0	0	0	0	73	0	0	0	80	
12 mid.	0	0	0	0	0	0	73	0	0	0	73	

Max = 103

Note:
* Denotes peak shared parking demand.

RELEVANT PLANS AND POLICIES

Entrada De Santa Barbara

22-120 State Street, 15 E. Mason Street, Street, 125 State Street,
and State Street Right-of-Way between Mission Creek Bridge
and Union Pacific Railroad Right-of-Way.

June 2001

Exhibit J

RELEVANT PLANS AND POLICIES

Entrada De Santa Barbara
June 2001

TABLE OF CONTENTS

I. INTRODUCTION 1

II. PLANS AND POLICIES 1

A. CALIFORNIA COASTAL ACT AND LOCAL COASTAL PLAN 1

1. Land Use 1

B. GENERAL PLAN 9

1. Land Use Element 9

2. Conservation Element 11

3. Circulation Element 14

4. Noise Element 23

5. Seismic Safety/Safety Element 24

6. Housing Element 25

C. DESIGN REVIEW PLANS 26

D. DOWNTOWN/WATERFRONT SANTA BARBARA (VISIONING REPORT) 27

E. AMENDED CENTRAL CITY REDEVELOPMENT PLAN 28

F. OTHER 28

1. County of Santa Barbara Clean Air Plan 28

I. INTRODUCTION

This is a comprehensive listing of relevant plans and policies applicable to the Entrada de Santa Barbara project. A discussion of the Entrada project's consistency with these plans and policies is included in the staff report dated June 28, 2001.

II. PLANS AND POLICIES

A. CALIFORNIA COASTAL ACT AND LOCAL COASTAL PLAN

1. Land Use

The California Coastal Act was enacted by the State Legislature in 1976 to provide long-term protection to California's coastline. The Coastal Act created a partnership between the State, acting through the California Coastal Commission, and local government to manage conservation and development of coastal resources. The Coastal Act contains a number of policies used by local governments and the California Coastal Commission as standards for reviewing development in the Coastal Zone. The Coastal Act also requires that each Coastal County and City adopt a Local Coastal Program (LCP) that includes a land use plan, policies and implementing measures to govern local decisions regarding the short- and long-term conservation and use of coastal resources.

Coastal Act Section 30250(a.) states (Part):

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

Coastal Act Section 30252 states:

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

Coastal Act Section 30253 states (Part):

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

The City's Local Coastal Program (LCP) Land Use Plan was adopted by the City Council and certified by the California Coastal Commission in 1981. The Land Use Plan contains local policies and actions necessary to implement the provisions of the California Coastal Act at the local level. In 1986, the California Coastal Commission certified the City's LCP Implementation Program, which included Zoning Ordinance Amendments, Zoning Maps, and other implementing actions necessary to carry out the policies of the LCP Land Use Plan.

The Local Coastal Program (LCP) is comprised of the Coastal Land Use Plan, zoning ordinances, zoning district maps, and implementing actions which, when taken together, implement the provisions of the Coastal Act at the local level.

The City's Coastal Land Use Plan (LUP) is an element of the General Plan and contains the goals and policies which apply to new development within the coastal zone. The LUP analyzes policies contained in other Elements of the General Plan (Conservation, Open Space, Seismic Safety/Safety, etc.) for implementing the policies in the Coastal Act and includes additional policies necessary to fully implement the Coastal Act.

The LUP divides the City's coastal zone into nine geographical components. The project site is located in component four, which extends from Chapala Street to Santa Barbara Street. The LUP recognizes that much of this component is undeveloped or inappropriately developed. New development must include "thoughtful consideration for the effects development will have on the scenic and visual qualities of this coastal area."

The LUP states that major coastal issues to be addressed in this component include protection of the Mission Creek environment, hazards from flooding and the potential liquefaction, visitor-serving uses, visual quality, adequate circulation, public transit, and parking facilities in the waterfront. Major constraints to development are identified in the LCP as circulation, public transit, and parking problems of the waterfront area.

Visitor Serving Uses

The California Coastal Act contains the following sections pertaining to Visitor-Serving uses in the coastal zone:

Coastal Act Section 30213 (Part) states:

> Lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred.

Coastal Act Section 30222 states:

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

Coastal Action Section 30223 states:

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

Coastal Act Section 30213 states:

> Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Coastal Act Section 30222 states:

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

The following Local Coastal Program policies related visitor-serving uses are applicable to the proposed project:

Policy 3.3 New development proposals within the coastal zone which could generate new recreational users (residents or visitors) shall provide adequate off-street parking to serve the present and future needs of the development.

Policy 3.4 New development in the coastal zone which may result in significant increased recreational demand and associated circulation impacts shall provide mitigation measures as a condition of development including, if appropriate, provision of bikeways and bike facilities, pedestrian walkways, people mover systems, in lieu fees for more comprehensive circulation projects or other appropriate means of compensation.

Policy 3.13 Developers shall be required to provide on-site recreational open space and parking for new users generated by any development of vacant or underdeveloped properties inland of Cabrillo Boulevard.

Policy 4.1 In order to preserve and encourage visitor-serving commercial uses, appropriate areas along Cabrillo Boulevard, Castillo Street, Garden Street and along State Street shall be designated "Hotel and Related Commerce I (HRC-I)" and "Hotel and Related Commerce II (HRC-II)".

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

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

Policy 4.2 New visitor-serving development permitted pursuant to Policy 4.1 shall be:

(1) Reviewed by the Architectural Board of Review or the Historic Landmarks Commission for compatible architectural design;
(2) Be consistent with the adopted LCP Visual Quality Policies;
(3) Provide to the maximum extent feasible, public view corridors, open spaces, and pedestrian (and/or bicycle) walkways and facilities;
(4) Provide adequate off-street parking to serve the needs generated by the development; and
(5) Provide measures to mitigate circulation impacts associated with the project, including but not limited to coordination with the Redevelopment Agency's Transportation Plans for the area, provision of in-lieu fees, provision of bicycle facilities, or other appropriate means of mitigation.

Policy 4.4 New hotel/motel development within the coastal zone shall, where feasible, provide a range of rooms and room prices in order to serve all income ranges. Likewise, lower cost restaurants, or restaurants which provide a wide range of prices, are encouraged.

Policy 4.5 Removal or conversion of existing lower cost visitor-serving uses in areas designated HRC-I, HRC-II and Hotel/Residential shall be prohibited unless the use will be replaced by a facility offering comparable visitor-serving opportunities.

Visual Resources

The CCA contains the following sections pertaining to coastal visual resources in the coastal zone.

Section 30252:

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

and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreations and by local government shall be subordinate to the character of its setting.

The LCP Land Use Plan identifies the following as local issues concerning visual resources:

- potential view blockage by new development,
- inappropriate and poorly maintained development, and
- upgrade of unattractive areas.

The relevant visual resources policies include:

Policy 9.1 The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced. This may be accomplished by one or more of the following:

- Acquisition of land for parks and open space;
- Requiring view easements or corridors in new developments;
- Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development;
- Developing a system to evaluate view impairment of new

Actions:

- Delineate view corridor locations on new construction/development plans by additional building limits, building orientation, and setback requirements.

- Establish standards of acceptable view protection to be utilized by developers, City staff, and discretionary bodies to ascertain a project's height, setback, and clustering of buildings.

Policy 9.2 A special design district in the waterfront area..., shall have area-wide architecture design standards developed by the ABR [and HLC] for their use in their design review of new development.

Policy 9.3 All new development in the coastal zone shall provide underground utilities and the undergrounding of existing overhead utilities shall be considered high priority.

Policy 9.5 All parking facilities shall be screened from public view in a method suggested in the City's Scenic Highways Elements of the General Plan.

Policy 12.2 New developments within the City's Waterfront Area shall be evaluated as to a project's impact upon the area's:

(1) Openness;
(2) Lack of Congestion;
(3) Naturalness; and,
(4) Rhythm

Transportation/Circulation

The CCA contains the following sections pertaining to circulation in the coastal zone.

Coastal Act Policy 30252 states (Part):

> The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation…

Coastal Act Policy 30253 states (Part):

> New development shall…minimize energy consumption and vehicle miles traveled.

The following Local Coastal Plan policies related to transportation that are applicable to the proposed project:

Policy 3.3 New development proposals within the coastal zone which could generate new recreational users (residents or visitors) shall provide adequate off-street parking to serve the present and future needs of the development.

Policy 11.5 All new development in the waterfront area, excepting Stearns Wharf, shall provide adequate off-street parking to fully meet their peak needs. Parking needs for individual developments shall be evaluated on a site-specific basis and at minimum be consistent with City Ordinance requirements.

Policy 11.6 The City shall locate and develop new public and private parking in larger, multi-use facilities wherever feasible in order to minimize street access points, reduce peak parking space requirements, and improve facility control.

Action: As part of the discretionary review of new private developments in the waterfront area, the City shall encourage the development of multi-use parking facilities and reciprocal access agreements to achieve this policy wherever feasible.

Policy 11.11 The City shall encourage ride-sharing and car-pooling as a means of minimizing traffic demands in the Waterfront.

Policy 11.12 The City shall, if feasible, implement the development of a shuttle bus system in the waterfront area as an alternative means of transportation.

Policy 11.14 The City shall implement the Bicycle Master Plan in the waterfront area in order to encourage the use of the bicycle as an alternative mode of transportation.

Action:
(1) Give first priority to developing bike lanes on State Street.
(4) Consider using State Street as a lower cost alternative to the Master Plan's proposed bike path along Mission Creek south of U.S. 101
(6) Site plans for all developments should be reviewed by the City to ensure that good bicycle access is provided to existing and future bike routes.

Policy 11.15 Pedestrian movement and safety should be encouraged and provided for throughout the area.

Action: Review individual projects or capital improvement projects within the waterfront area to incorporate safe pedestrian movement.

Hazards

The CCA contains the following sections pertaining to hazards in the coastal zone.

Coastal Act Section 30253 (Part) states:

> New Development shall minimize risks to life and property in areas of high geologic, flood and fire hazard.

Water and Marine Environment

The CCA contains the following sections pertaining to water and marine environments in the coastal zone.

Coastal Act Section 30231 states:

> The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Coastal Act Section 30232 states:

> Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

Coastal Act Section 30240 states:

> (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.
>
> (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

The following LCP policies related to water and marine environments are applicable to the proposed project:

Policy 6.8 The riparian resources, biological productivity, and water quality of the City's coastal zone creeks shall be maintained, preserved, enhanced, and, where feasible, restored.

Policy 6.9 The City shall support the programs, plans, and policies of all governmental agencies, including those of the Regional Water Quality Control Board with respect to best management practices for Santa Barbara's watersheds and urban areas.

Policy 6.10 The City shall require a setback buffer for native vegetation between the top of the bank and any proposed project. This setback will vary depending upon the conditions of the site and the environmental impact of the proposed project.

Air Quality

The CCA contains the following section pertaining to air quality in the coastal zone.

Coastal Act Section 30253 states (Part):

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

Cultural Resources

The CCA contains the following section pertaining to cultural resources in the coastal zone.

Coastal Act Section 30244 states:

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

B. GENERAL PLAN

1. Land Use Element

The Land Use Element is comprised of two components, the Land Use Map, and the accompanying text.

The Land Use Map provides land use designations for all areas of the City. The Map designates the project site for Hotel and Related Commerce II uses, with a Buffer/Stream Designation applied along the State Street corridor and Mission Creek. The Map also designates the project site as a potential location for public parking. The intent of the public parking designation is to guide development of the site if it were acquired by a public entity, which is not the case at present.

The Land Use Element text provides general land use policy guidance for new development within the City. A discussion of relevant Land Use Element text discussions, goals and policies is provided below.

Text Discussion of Lower State Street area (LUE pg. 58):

Lower State Street is an area of mixed commercial and industrial uses, with a small population scattered in retirement homes and semi-residential hotels. The future of the Lower State Street area is anticipated by the general Plan to be devoted to Hotel and Related Commercial Uses. Such future development would provide a business and tourist link between the central business district and the oceanfront. Whatever occurs in this vicinity will depend on land use policies that will result from redevelopment planning now under way. At present, there exist 168 dwellings, not including 100 hotel-motel units.

Text Discussion of Hotel, Motel and Related Commerce (LUE pg. 78):

> *Another Land Use classification oriented toward the visitor is that of Hotel, Motel, and Related Commerce. One basic area is shown on the General Plan with this designation. The area runs from Castillo Street near the harbor to approximately Santa Barbara Street along Cabrillo Boulevard and up each side of State Street to the Transportation Center.*
>
> *Commercial uses that can be considered to be related to hotels and motels, and therefore appropriate for this area, include restaurants, commercial recreation facilities such as bowling alleys, miniature golf courses and the like, and automobile service stations. Specialty and gift shops might also be appropriate in such an area.*

Land Use Element Goals and Policies:

Goal 1 The City shall live within its resources by balancing development within available resources and maintaining the established character of the City

Policy 1.1 A non residential growth cap from 1990 until 2010 of three (3) million square feet has been established. Any development carried out under the growth cap shall be contingent upon the availability of resources. The three (3) million square feet of non-residential development potential shall be allocated among the following five (5) categories:

Category	Square Footage
Approved Projects	900,000
Pending Projects	700,000
Vacant Property	500,000
Small Additions	600,000
Community Priorities	300,000
Minor Additions	Exempt

Policy 1.3 Any new or pending non-residential project may be constructed only if it will not cause a significant and unmitigated adverse impact on any of the following:

- The City's water resources
- Traffic within the City
- The supply of affordable housing within the City and South Coast area.

Goal 3 Ensure a strong economy that provides the revenue base necessary for essential services and community enhancements and provides diverse job opportunities

Policy 3.1 Provide funding opportunities for growth and rehabilitation in the Downtown and Waterfront Areas of the City in order to maintain, protect and enhance the City's important retail and visitor-serving uses.

Implementation Strategies:

3.1.4: Expand upon the current Downtown and Old Town Revitalization efforts through redevelopment and major street improvements to the Waterfront area.

3.1.5: Encourage and assist property owners to complete the redevelopment of waterfront properties consistent with the visitor serving goals and capital projects needs of Local Coastal Plans (i.e. Park Plaza Specific Plan, Cabrillo Plaza Specific Plan, and the Lower State Street/Waterfront Design Task Force). Provide Redevelopment Agency support to priority projects within the area.

2. Conservation Element

The City's Conservation Element is "intended to serve as the City's official policy guide in public and private development matters related to the preservation and enhancement of natural resources." The goals and policies that are relevant to the proposed project are listed below.

Visual Resources

Goals

- Restore where feasible, maintain, enhance and manage the creekside environments within the City as visual amenities, where consistent with sound flood control management and soil conservation techniques.

- Protect and enhance the scenic character of the City.

- Maintain the scenic character of the City by preventing unnecessary removal of significant trees and encouraging cultivation of new trees.

Policy 1.0 Development adjacent to creeks shall not degrade the creeks or their riparian habitats

Policy 3.0. New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.

The Conservation Element envisions the northerly side of Cabrillo Boulevard, from Castillo Street to Los Patos Way, designated as a special design review district. Restrictions should be developed for this district which establish setbacks and height limitations formulated to ensure the preservation of views and view corridors from the beach toward the mountains.

Policy 4.0: Trees enhance the general appearance of the City's landscape and should be preserved and protected.

Biological Resources

Goal

- Enhance and preserve the City's critical ecological resources in order to provide a high-quality environment necessary to sustain the City's ecosystem.

Subgoal

- Maintain, protect, and enhance marine resources within the City boundaries.

Policy 2.0 Redevelopment and renovation of the central city shall be encouraged in order to preserve existing resources.

Policy 5.0 The habitats of rare and endangered species shall be preserved.

Policy 6.0 Intertidal and marine resources shall be maintained or enhanced.

Air Quality

Goals

- Maintain air quality above Federal and State ambient air quality standards.
- Reduce dependence upon the automobile.

Policy 1.0: Reduce single occupant automobile trips and increase the utilization of public transit.

Implementation
Strategy 1.2: Cooperate with M.T.D. to improve bus zones and routes throughout the City.

Policy 2.0: Improve the attractiveness and safety of bicycle use as an alternate mode of travel for short and medium distance trips.

Implementation
Strategy 2.1: Encourage the construction of off-street bikeways or the payment of in lieu fees in all new developments, and improve bikeways on public streets wherever feasible.

Policy 3.0: Promote the use of car-pooling through special provisions for the priority use of parking facilities and other employee disincentives to auto traffic in commercial areas (per TMIS) as an alternative to construction of additional parking facilities.

Implementation
Strategy 3.2: Provide incentives for employers and employees of private business to encourage car-pooling by using park-and-ride lots offering reduced or free rates.

Cultural Resources

Goals

- Sites of significant archaeological, historic, or architectural resources will be preserved and protected wherever feasible in order that historic and prehistoric resources will be preserved.
- The Hispanic tradition of architecture reflected in the El Pueblo Viejo district of the Central City shall be perpetuated.
- Selected structures which are representative of architectural styles of fifty or more years ago (pre-1925) will be preserved wherever feasible.

Policy 1.0: Activities and development which could damage or destroy archaeological, historic, or architectural resources are to be avoided.

Implementation Strategies:

1.1 In the environmental review process, any proposed project which is in an area indicated on the map as "sensitive" will receive further study to determine if archaeological resources are in jeopardy. A preliminary site survey (or a similar study as part of an environmental impact report) shall be conducted in any case where archaeological resources could be threatened.

1.2 Potential damage to archaeological resources is to be given consideration along with other planning, environmental, social, and economic considerations when making land-use decisions.

Water Resources, Drainage, and Flooding

Goal – Water Resources

- To maintain existing and protect future potential water resources of the City of Santa Barbara.

Policy 2.0: Develop plans for implementation of water conservation regulations.

Implementation Strategies:

2.1: Require all new development to incorporate water conservation features and devices into project design in order to minimize future increases in water demand.

2.2: Encourage new development and redevelopment to consider innovative water conservation techniques such as gray water recycling.

Goals – Drainage and Flood Control

- Ensure that human habitation of the City's floodplains does not adversely affect public health, safety and welfare.

- Encourage recreation, conservation and open space uses in floodplains.

Policy 2.0: Floodplain management programs shall be implemented through the Building Officer of the Division of Land Use Controls, and the Flood Control Division.

Implementation Strategies:

2.1: Prohibit construction of new structures in stream channels (except stream measurement or flood control related facilities).

2.2: Encourage light-intensity use in the floodway or floodway fringe with the requirement that such uses shall not impair the flood carrying capacity of the stream.

2.3: Require adequate setbacks from flood channels of any new development as defined under the Federal Flood Insurance Program, for those properties within the identified flood hazard area.

2.4: Encourage the use of permeable or previous surfaces in all new development to minimize additional surface runoff.

3. Circulation Element

The purpose of the City's Circulation Element is two-fold. First, the Circulation Element addresses the requirements of State Law, which are to evaluate the transportation needs of the community and to present a comprehensive plan to meet those needs. Second, it contains measures for the implementation of the Comprehensive Goal and Vision Statement, as presented below. The Circulation Element goals, policies and implementation measures that follow are those that pertain to the proposed project.

Comprehensive Goal and Vision Statement:

> "While sustaining or increasing economic vitality and quality of life, Santa Barbara should be a city in which alternative forms of transportation and mobility are so available and so attractive that use of an automobile is a choice, not a necessity. To meet this challenge, the City is rethinking its transportation goals and land use policies, and focusing its resources on developing balanced mobility solutions. The language presented here, when taken together, will move the City in the direction of achieving the Vision."

Goals, Policies and Implementation Measures:

Goal 2: Strive to achieve equality of convenience and choice among all modes of transportation.

Emphasize alternative modes in order to provide real options and opportunities for people to choose among different forms of transportation rather than relying exclusively on the automobile.

Policy 2.1: Work to achieve equality of convenience and choice among all modes of transportation.

Implementation Strategies:

2.1.2: Expand and enhance the infrastructure for and promote the use of the bicycle as an alternative from of travel to the automobile.

2.1.3: Create an integrated pedestrian system that promotes safe and convenient pedestrian travel throughout the City.

2.1.4: Work with outside agencies, employees, and employers to optimize the use of alternative travel modes to reduce the use of the automobile, especially during peak periods of congestion.

2.1.5 Manage the supply of parking on a Citywide basis and suggest methods to better utilize existing parking or to provide additional parking.

2.1.7: Address transportation issues and the provision of parking in the portion of the Coastal Zone that is within Santa Barbara city limits.

2.1.9 Explore ways to continue the concentration of development downtown and along transit corridors to facilitate the use of transit and alternative means of transportation.

2.1.10 Develop urban design standards that will facilitate the use of alternative means of travel and reduce dependency upon the automobile. The standards shall address linkages throughout the City, such as walkways, bike paths, and transit.

Goal 3: Increase the availability and use of transit.

Support the increased use and availability of transit. This will be accomplished by augmenting resources, planning, and funding to promote the development, expansion and use of transit, such as buses, shuttles, rail, and vanpools.

Policy 3.1: The City shall promote the development, improvement, expansion, and increased ridership of transit within the City, including the development of new forms of transit as they become available.

Implementation Strategies:

3.1.4: Encourage and support MTD in expanding shuttle service to other routes within the City which have the potential to have a sustainable ridership.

3.1.5: Help identify and fund fare subsidies or transit pass programs. Consider the following options:

- Fare subsidies that could increase ridership on newly introduced routes,
- A system whereby employers can choose to pay an annual fee to be dedicated to a secured transportation fund to increase transit in lieu of providing employee parking spaces,
- A transit pass program for employers and employees,
- A transit pass program for schools or other groups,
- A Downtown employee subsidized bus pass program,
- Senior and youth discount passes, and
- Youth ridership programs for expanded weekend and nighttime ridership.

Policy 3.2: The City shall improve and develop safe, convenient, and protected transit stops that are compatible in design, color, and material with the surrounding area.

Implementation Strategies:

3.2.3: Provide and regularly maintain amenities such as benches, shelters, lighting, news racks, and decorative trashcans at transit stops.

3.2.4: Expand the Bicycle Locker Program at transit stops and other strategic locations.

3.2.8: Work with transit providers and property owners to provide transit stops within parking lots of large shopping centers and other major visitor destinations.

3.2.9: Work with transit providers to develop and maintain the transit infrastructure, such as transit stops, in a clean, safe and cost effective manner.

Policy 3.4 The City shall work to improve and expand intermodal connections.

Implementation Strategies:

3.4.1: Support programs and policies that maintain or expand the level of passenger rail and bus service. Bus service shall be considered in any development in the vicinity of the Union Pacific Railway Depot.

3.4.2: Assist transit providers in the placement of bike racks on all buses and secure storage at selected stops.

Policy 3.5: The City shall work to increase public awareness of and cooperation with the City's transit planning goals.

Implementation Strategy:

3.5.1: Work with local businesses and transit providers to develop transit incentive programs.

Goal 4: Increase bicycling as a transportation mode

Develop a comprehensive system of bicycle routes which are integrated with other modes of transportation and which provide safe and efficient bikeways.

Policy 4.2: The City shall work to expand, enhance, and maintain the system of bikeways to serve current community needs and to develop increased ridership for bicycle transportation and recreation.

Implementation Strategies:

4.2.1: Create bikeways that conveniently serve major areas of attraction, such as shopping centers, public buildings, parks, places of employment, schools, and the Waterfront.

4.2.3: Encourage facilities for bicycle travel and parking in any future development, construction, or reconstruction projects during the review of new development and infrastructure improvements. Bicycle facilities can be achieved through methods such as:

- Purchase, dedication, and other means of property acquisition,
- Conditions of approval,
- Expanding the scope of maintenance projects, and
- Enforcement of the Santa Barbara Municipal Code, Parking Section.

4.2.3 Encourage facilities for bicycle travel and parking in any future development, construction, or reconstruction projects during the review of new development and infrastructure improvements. Bicycle facilities can be achieved through methods such as:

- Purchase, dedication, and other means of property acquisition,
- Conditions of approval,
- Expanding the scope of maintenance projects, and
- Enforcement of the Santa Barbara Municipal Code, Parking Section.

4.2.6: Increase attractive, convenient, and secure bike parking and storage facilities on public property and encourage the provision of the same on private property. Continue to consider fully enclosed individual lockers and/or bicycle racks.

Goal 5: Increase walking and other paths of travel.

Develop a comprehensive system of pedestrian routes which are integrated with other modes of transportation and which provide safe and efficient paths of travel.

Policy 5.1: The City shall create an integrated pedestrian system within and between City neighborhoods, schools, recreational areas, commercial areas and places of interest.

Implementation Strategies:

5.1.2: Identify and link major activity centers and destinations with walkways. This will consist of the following:

- surveying existing connections between neighborhoods and identifying opportunities and constraints for new pedestrian connections,
- identifying existing barriers to walking to school and where feasible eliminating those barriers,
- providing improved access for pedestrians (for example, between such areas as the Eastside, Westside, Mesa, Lower State, Upper State and Waterfront areas, major attractions, recreation, cultural, and commercial areas),
- working with neighborhood markets and grocery stores to identify ways to encourage walking trips to the market from surrounding neighborhood areas,
- improving pedestrian access in and around the Mission by providing safe and attractive walking connections between the Mission, Rose Garden, Rocky Nook Park, Natural History Museum and Alameda Padre Serra, and
- creating an integrated pedestrian system linking the Franklin Center, Franklin School, the Eastside Library and the community gardens.

5.1.5: Encourage newly proposed developments to include pedestrian connections to surrounding areas, adjacent transit facilities, or other travel facilities during development review.

Policy 5.4: The City shall revise and enhance design guidelines and standards for the City's pedestrian system.

Implementation Strategy:

5.4.8: During the development review process, identify all sidewalk obstructions (e.g. fire hydrants, telephone poles, utilities, etc.) on development plans and, if feasible, locate or relocate them in such a way so as to remove the obstruction and to enhance visual aesthetics.

Policy 5.5: The City shall create and foster a pedestrian friendly environment through physical and cultural improvements and amenities.

Implementation Strategies:

5.5.1: Provide street furniture, especially benches for resting and shade trees along streets, where appropriate. Look for opportunities for new resting spots, plazas, placitas, small squares, and landscaped areas in all areas of the City which should include focal point(s), opportunities for people watching, and/or attractive natural surroundings. These areas will encourage gathering, public and social interaction and could be used for cultural events and activities. An example could be the placement of benches and street furniture in Chase Palm Park.

5.5.2: Identify areas where additional street and paseo lighting is appropriate and implement methods to provide that lighting.

5.5.3: Improve sidewalk conditions to increase ease of use for all pedestrians including those with strollers, wheelchairs, carts, walkers, and other walking assistance devices.

5.5.4: Encourage plazas, courtyards, cafes, shops, and restaurants along walkways in commercial areas to encourage a mix of private business and public uses. Adequate width should remain for pedestrian travel.

5.5.5 Consider public plazas, restrooms, resting spots, or gathering places in all commercial areas of the City, especially in the following areas:

- Milpas Street from Cabrillo Boulevard to Anapamu Street, and
- the Eastside near Milpas Street starting temporarily by blocking off parts of streets such as Montecito Street, Calle Puerto Vallarta, Alphonse or Jennings for special events.

5.5.6: Look for opportunities to connect placitas to public, private and institutional uses. Include signage, as appropriate.

Policy 5.6: The City shall make street crossings easier and more accessible to pedestrians.

Implementation Strategy:

5.6.2: Widen sidewalks and add medians and other means at intersections to reduce the crossing distance for pedestrians, where appropriate.

Policy 5.7: The City shall amend the Zoning Ordinance to ensure that land use planning and zoning encourage pedestrian uses.

Implementation Strategies:

5.7.1: Include sidewalks, landscaping, and other facilities in new public and private construction to promote pedestrian activity where appropriate and consistent with the policies contained in this element.

5.7.3 Continue to implement zoning practices that encourage mixed use developments in order to improve opportunities for pedestrian access and decrease dependency on the automobile.

5.7.5: Continue to ensure that private and public developments, as well as capital improvements, are designed to accommodate the elderly, the handicapped, the disabled, and the blind.

Goal 6: Reduce of the use of automobiles for drive-alone trips.

Efficiently and effectively use the existing street system through incentives, the provision of attractive alternatives and a transportation demand management program. Recognizing that automobiles will still be on the road, the City will support programs that encourage increased vehicle occupancies and trip reduction in order to enjoy the quality of life that currently exists. The City recognizes that reducing drive-alone trips from current levels may create roadway capacity for new development consistent with the General Plan.

Policy 6.1: The City shall continue to support efforts to expand Transportation Demand Management Programs.

Implementation Strategies:

6.1.4: Work with employers to provide transportation demand management programs that encourage employees to rideshare and use alternative modes of transportation. Such voluntary programs may include telecommuting, transportation allowances in lieu of free or inexpensive parking, free or low cost bus passes, and van-pools.

Goal 7: Increase access by optimizing parking Citywide

Develop and implement innovative parking management strategies and a master parking plan that is consistent with the scale of surrounding neighborhood land uses, supports the land uses of the General Plan, and furthers the goals of the Circulation Element's Vision Statement.

Policy 7.2: The City shall improve ways to utilize existing parking and create new parking opportunities through partnerships and cooperation.

Implementation Strategies:

7.2.5 Explore the feasibility of developing parking facilities for multipurpose use by both public and private entities. For instance, a parking area can be used jointly by Santa

Barbara Junior High School, the County Bowl, and Milpas area merchants and customers.

7.2.8: Encourage uses with different peak parking hours to share facilities and, therefore, reduce the total number of required parking spaces.

Goal 9: Develop special policies related to transportation and parking in the Coastal Zone.

Create a more consolidated parking system in the waterfront area and explore new and/or expanded opportunities for use of alternative transportation. In order to open up new areas for recreational use and to allow for better views from Cabrillo Boulevard, no further development of parking should occur on the ocean side of Cabrillo Boulevard, except the developed harbor areas if consistent with the Harbor Master Plan.

Policy 9.1: The City shall encourage use of alternative modes of transportation, especially non-motorized options, in and around the Coastal Zone.

Implementation Strategies:

9.1.1: Improve pedestrian, bicycle, and transit access throughout the Coastal Zone. Improve access from the Wharf and Harbor areas to the La Playa (City College) lots, Waterfront, and State Street areas through such methods as:

- Providing additional bicycle and pedestrian paths,
- Working with transit providers to increase transit service,
- Improving the existing beachway to increase safety for pedestrians, cyclists, skaters, and other forms of non-motorized travel,
- Providing additional bicycle racks and/or lockers in public areas, including public parking lots,
- Improving lighting along pedestrian routes to encourage pedestrian activity especially between Lower State Street, Stearns Wharf, the Harbor and the overnight tourist accommodations, and
- Providing additional seating and resting spots in public areas for pedestrians.

9.1.2 :Increase pedestrian, bicycle, and transit access from the Westside, Eastside, and Downtown through such methods as:

- creating bicycle lanes between Rancheria Street and the Harbor area,
- widening and improving Castillo Street sidewalks from Downtown to the Waterfront,
- developing a walkway and improving existing bicycle lanes to connect Shoreline Park to Leadbetter Beach along Shoreline Drive,
- completing the Calle Caesar Chavez (Salsipuedes) and Garden Street extension projects,
- working with transit providers to increase transit service,
- creating access to the Waterfront from both a Cacique Street under-crossing at Highway 101 and a Voluntario Street pedestrian over crossing at Highway 101,

- providing additional bicycle racks and/or lockers in public areas along State Street and throughout the Downtown area, and
- increasing the frequency of shuttle service along the State Street route.

9.1.3: Develop a paseo plan for the interior portions of the HRC-II zone, especially along Helena and Anacapa Streets between Cabrillo Boulevard, and Yanonali and State Streets to improve pedestrian circulation in the Waterfront area and attract visitors to the interior areas. Utilize dedication and development of paseos with landscaping and pedestrian amenities.

Policy 9.2: The City shall maintain, improve, consolidate, and promote the efficient use of parking supplies in the Coastal Zone.

Implementation Strategies:

9.2.1: Study and where feasible, implement methods to extend the "park once" concept in the Waterfront through such methods as:

- Working with property owners to form a parking/transit assessment district in the Lower State Street area to consolidate existing parking resources while protecting low intensity/low density shoreline-oriented uses (see General Plan Land Use Element, page 29, Section III),
- Considering Zoning Ordinance amendments that would encourage development of private parking lots to supplement the existing parking supply in the Coastal Zone, and
- Considering Zoning Ordinance amendments that would reduce parking requirements for non-residential uses that share parking facilities.

9.2.4: Preserve existing on street parking where safe, appropriate and feasible.

Policy 9.3: The City shall coordinate parking lot access and alternative modes of transportation.

Implementation Strategy:

9.3.1: Develop a Coastal Zone linkage plan for bicycles and pedestrians among parking lots and points of interest through dedication, acquisition, easements, the purchase of property, and other applicable methods.

Goal 13: Apply land use planning tools and strategies that support the City's mobility goals.

Enhance the historic pattern of compact development. The City can facilitate this development pattern in a number of ways, including:

- *Allowing more compact development along major transit corridors (without increasing the City-wide development potential as provided for in the existing Zoning Ordinance and General Plan);*
- *Providing incentives for mixed use development;*

- *Establishing provisions that allow for creative site development and urban design standards;*
- *Studying neighborhoods to determine their service needs and creating mechanisms to address those needs;*
- *Encouraging development of schools, preschools and day care centers in ways which reduce travel demand;*
- *Encouraging and supporting neighborhood services and commercial uses in residential areas;*
- *Establishing social/neighborhood centers (in conjunction with neighborhood schools if possible);*
- *Reducing/eliminating parking requirements (residential and nonresidential) where it can be demonstrated as appropriate; and;*
- *Evaluating proposed annexations to ensure that services/commercial needs and transportation linkages are adequately addressed.*

Policy 13.4: Establish provisions to allow for creative site development and urban design standards that support the City's mobility goals.

Implementation Strategy:

13.4.2: Ensure that all City design guidelines orient buildings toward pedestrian activities through such methods as:

- Creating attractive, interesting, and pleasing building facades that are oriented toward paseos, streets and sidewalks,
- Reducing or eliminating setbacks for non-residential or mixed use buildings,
- Placing parking lots behind buildings or underground, if feasible,
- Encouraging shared parking facilities,
- Incorporating paths and paseos between adjacent properties as new development, redevelopment and infill development occurs,
- Screening equipment and materials storage from public view, incorporating lighting, seating, landscaping, newsracks, shade structures, etc., and
- Creating landscaped open spaces.

Goal 16: Public Utilities

To meet existing and projected needs, continue to provide and maintain adequate storm drainage, water supply and distribution, and wastewater collection systems. In addition, the City shall continue to work with electric, gas, and communications suppliers to maintain and provide service.

Policy 16.3: Provide a storm drainage system that is able to support the permitted land uses while preserving the public safety.

Implementation Strategies:

16.3.1: Maintain and improve, as necessary, the existing public storm drains and flood control facilities.

16.3.3: Ensure that adequate storm drain facilities are in place to serve new or expanded uses.

16.3.4: Encourage the use of methods, such as the use of pervious surfaces and percolation ponds, that help to reduce the amount of runoff

16.3.5: Require structures located in designated flood hazard areas to comply with local, State, and Federal building and safety standards.

Policy 16.4: Provide an adequate water supply system to meet the needs of existing and future residents and businesses.

Implementation Strategies:
16.4.2: Require the incorporation of water conservation techniques in the design of new work projects in order to reduce the demand on available water resources.

16.4.3: Ensure that there is sufficient water capacity and supply prior to approving new development projects or expansions to existing projects.

Policy 16.5: Provide a safe, efficient, and cost effective wastewater collection and treatment system that is able to meet the needs of permitted land uses.

Implementation Strategy:
16.5.3: Prior to allowing the development of new structures, ensure that adequate capacity exists. If capacity does not exist, identify means and costs involved in meeting the increased demand.

Policy 16.7 Ensure that utility and transportation facilities are well maintained and located, so as not to impede pedestrians or traffic, and are aesthetically pleasing.

Implementation Strategy:
16.7.3: Expand public and private street and parking lot cleaning, maintenance, and improvement programs.

4. Noise Element

Noise exposure criteria for a variety of land uses are contained in Attachment 4, Land Use Compatibility Guidelines, of the Noise Element. In order to achieve consistency with the Noise Element guidelines, noise levels must be attenuated to specified levels. The following are the goals, policies, and implementation strategies of the Noise Element that are relevant to the Entrada project:

Goal

To ensure that the City of Santa Barbara is free from excessive noise and abusive sounds such that: (a) sufficient information concerning the City noise environment is provided for land use planning; (b) strategies are developed for abatement of excessive noise levels; and (c) existing low noise levels are maintained and protected.

In defining this goal, primary emphasis should be placed on protecting the general public from noise levels which may be hazardous to hearing. Second in importance is the minimization of noise induced stress, annoyance, and activity interference.

Policy 3.0 Existing and potential incompatible noise levels in problem areas should be reduced through land use planning, building and subdivision code enforcement and other administrative means.

Implementation Strategies:

3.1: Locate proposed developments in the City on the Noise Contour Map to determine if there is a potential impact on the development or, conversely, if the development will increase noise levels in a relatively quiet area. The development review and environmental review processes should include a further analysis in areas of potential impact.

3.2: Discourage development of noise sensitive uses in incompatible noise-impacted areas, particularly adjacent to Highway 101, the Municipal Airport, and the Southern pacific Railroad.

3.4: In existing or future development in noise impacted areas, especially surrounding the Municipal Airport, encourage or require through ordinance that proper site planning and insulation measures be taken to reduce noise to established levels.

5. Seismic Safety/Safety Element

The goals of the Seismic Safety/Safety Element provide a link between the identified problems and issues and the policies and recommendations which follow. They provide basic guidelines for land use planning and development standards. The following are the goals, policies, and hazard reduction recommendations of the Seismic Safety/Safety Element that are relevant to the Entrada project.

Goals

To protect life, property and public well being from seismic and other geologic hazards.

To reduce or avoid adverse economic, social, and environmental impacts caused by geologic conditions.

Policy: To evaluate the compatibility of existing zoning as well as future land use allocation with known geologic risk zones, or those which may be identified in the future.

Hazard Reduction Recommendations:

Ground Shaking

2. Specific seismic investigations shall be conducted by appropriate consultants (engineering geologist, geophysicist, structural engineer, etc.) for all public buildings, disaster response facilities, schools, etc., and any structure over three stories in the filled estero or thicker alluvium areas as shown on the Seismic Hazard Map.

Liquefaction

1. Liquefaction evaluations and recommendations should be made by a qualified soils engineer for all new major or public structures located in high or conditional liquefaction potential areas (shown on the Liquefaction Hazard Map) whose failure could result in loss of life or high monetary loss.

3. Geologic reports which are prepared for areas of potential liquefaction and submitted for City review shall be sent for review by an independent registered engineering geologist to determine their adequacy and completeness.

Tsunamis

4. Familiarize the general public located in tsunami hazard areas with the nature and extent of the tsunami hazard and with warning and evacuation procedures. This may be done through mailings, news media, public service announcements, and adult education.

Seiche

1. To reduce the potential impact of seismically induced seiches, the seiche hazard should be considered in all development within areas near open bodies of water and the harbor.

High Groundwater

1. In areas where near-surface groundwater is present or where historic high groundwater levels could return to their previous high levels, soils engineering and foundation studies shall be conducted to determine what engineering measures would best mitigate any potentially adverse impacts.

Flood

1. Establish and enforce adequate creek setbacks or buffer zones to protect new development from flood and erosion hazards.

6. Housing Element

The Housing Element assesses the housing needs of all economic segments of the City. In addition, the Housing Element defines the goals and policies which will guide the City's

approach to meet those needs and establishes a Five Year Work Program containing strategies to implement housing policies in the City.

State Law requires that Cities and Counties revise and adopt a Housing Element every five years. The City's current Housing Element was adopted by the City Council on February 14, 1995. The following Housing Element goals and policies apply to the Entrada project.

Goal 2: Conserve the City's existing housing stock and improve its condition while: minimizing displacement; maintaining housing affordable to all economic groups with special emphasis on low income, moderate income and special needs households; and preventing future blight or deterioration. Protect existing neighborhoods by preserving their small scale, neighborhood oriented conveniences and services.

Policy 2.8 New development in and/or adjacent to existing residential neighborhoods must be compatible in terms of scale, size, and design with the prevailing character of the established neighborhood. New development which would result in an overburdening of public circulation and/or on street parking resources of existing residential neighborhoods shall not be permitted, unless findings of overriding consideration can be made.

Goal 3: Balance existing and new housing demand from a diverse number of social and economic groups with housing opportunities affordable to all economic groups, with specific emphasis on low income, moderate income, and special needs households (balance jobs/housing)

Policy 3.2 In accordance with Charter Section 1508, developments generating new employment from outside the south coast area shall be in balance with available housing resources at prices affordable to the projected new employees who will be moving into the area.

C. DESIGN REVIEW PLANS

The "Waterfront Area Aesthetic Criteria for New Development Assessment" (Attachments 1 and 2) were developed to assist in assessing the impacts of new development.

Waterfront Area Design Guidelines (Attachment 3) were developed and are utilized in review of projects by both the Architectural Board of Review (ABR) and the Historic Landmarks Commission (HLC). The Waterfront Area Design Guidelines include both area wide guidelines and guidelines for specific zoning districts.

Other design review plans applicable to the Entrada project include the El Pueblo Viejo District Guidelines and the Urban Design Guidelines.

D. DOWNTOWN/WATERFRONT SANTA BARBARA (VISIONING REPORT)

In 1996, the Santa Barbara City Council established as one of its high priority goals to develop a process to create a vision for the City's Downtown and Waterfront. Between May 1997 and January 1998, a diverse group of stakeholders, comprised of community members representing a variety of interests, met and ultimately developed the Santa Barbara Downtown/Waterfront Vision Statement and a Final Report and Recommendations. The Final Report included themes, action steps, and implementing options for achieving the Vision. On February 10, 1998, the City Council adopted the Vision Statement, accepted the Final Report and Recommendations, and initiated implementation of the Vision, which may include adoption of a Vision Element to the General Plan. The themes, which may apply to the project, are as follows:

Downtown and Waterfront Themes:

I.A. The beautiful vistas and sweeping views of the ocean and mountains are maintained.

I.B. The history and heritage of the Downtown and Waterfront are preserved and protected.

I.C. The built environment in the Downtown and Waterfront reflects a high standard of design and architecture.

I.D. The Downtown and Waterfront have a small town ambiance.

I.E. Planning and development in the Downtown and Waterfront have met the aspirations of local residents and create a community that others like to visit.

I.F. Public spaces for interaction and reflection are created and preserved.

I.G. Dependency on the automobile is reduced due to a variety of alternative transportation options.

I.H. Create a linkage between the Downtown and the Waterfront.

I.I. Encourage pedestrian-friendly amenities in the Downtown and Waterfront.

I.K. Recreational, cultural and educational opportunities exist for families and individuals of all ages and all incomes.

I.L. Become visitor-friendly, rather than "tourist" focused.

I.M. The Downtown and Waterfront are clean and safe.

Waterfront Specific Themes:

III.A. The Waterfront environment is clean, safe and unpolluted.

III.C. The Waterfront has plentiful active and passive open space.

III.D. The Waterfront features a balanced mixture of diverse land uses.

While the recommendations in this report have not yet been formally adopted, it is possible that they may be incorporated in some form of an ordinance with required findings for approval of development in the area, or in the General Plan and Coastal Plan as polices for new development.

E. AMENDED CENTRAL CITY REDEVELOPMENT PLAN

The Amended Redevelopment Plan for the Central City Redevelopment Project (CCRP) was adopted by the City Redevelopment Agency in January 1999. The Amended Redevelopment Plan provides land use designations and general land use standards for projects in the CCRP area. The CCRP area includes the Downtown, bounded by the freeway, Victoria Street and Santa Barbara Street, the Harbor area and the Waterfront area bounded by the freeway, Castillo Street and Milpas Street. The stated intent and purpose of the Amended Redevelopment Plan is:

(1) to encourage harmonious, environmentally compatible and economically efficient land uses throughout the Project Area, thereby achieving functional, economic and visual order;

(2) to coordinate such land uses and the accompanying standards, controls and regulations with existing City controls and review processes; and

(3) to create an economically viable central core that offers an attractive and pleasant environment.

The land use designators and their accompanying standards, controls and regulations are also intended to provide developers and redevelopers with a wide range of opportunity for variety, flexibility and creativity within the historical traditions and scale of the City of Santa Barbara.

The plan is further intended to coordinate the transportation and circulation needs of the Project Area with those of the City and the region to ensure continuity, safety, and availability of service for all modes of transportation which serve this area. Such coordination is specifically intended to provide for efficient service, but in the process, not allow the automobile and other internal combustion-driven vehicles to dominate the area."

The Land Use Designations Section of the CCRP also states that all land uses permitted by the City of Santa Barbara in the Project Area are permitted by the Plan unless expressly prohibited by the Plan.

F. OTHER

1. County of Santa Barbara Clean Air Plan

In 1998, the Santa Barbara County Air Pollution Control District (APCD) adopted the Clean Air Plan (CAP). The CAP is required because the County is in non-attainment, under both Federal and State standards, for ozone. In order to reach attainment of the standards, the CAP requires

implementation of measures to reduce production of ozone precursors. A summary of the measures that may apply to this project is provided below.

T-2 Employer-Based Transportation Demand Management Programs - These measures are designed to encourage commuters to use alternative transportation modes, rather than the single occupant vehicle.

T-3 Work Schedule Changes - This measure is designed to encourage employers to commute during off-peak periods or reduce vehicle trips by allowing a shorter work week.

T-4 Areawide Ridesharing - This measure is designed to increase the use of carpools and vanpools by commuters.

T-5 Improve Commuter Public Transit Service - This measure encourages transit providers to pursue ways to increase the utilization of short range (bus) and long range commuter oriented public transit systems serving Santa Barbara County. This is dependent upon the transit providers maintaining and expanding their current programs.

T-10 This measure promotes a shift from auto to bicycle use by either expanding the current bikeway system or by maintaining/upgrading existing facilities. The measure recommends the County and cities ensure that bicycle needs are integrated into local planning efforts and encourages that funding sources for bikeway improvements be actively pursued.

The following Reactive Organic Gases (ROG) and Oxides of Nitrogen (NO_x) Control Measures may also apply to this project:

Construction Equipment Emissions Mitigation - This measure presents options which can be used to mitigate project-specific construction emissions of both ROG and NO_x. It is implemented through land use permit conditions and Authority to Construct permits. Options include reducing simultaneous operation of equipment and using lower emitting equipment.

Operational Emissions Mitigation - This measure is designed to reduce emissions from new or modified facilities through the installation of control technology and the mitigation of emissions. The measure includes the use of best available technology, use of offsite offsets, monitoring of emissions where reasonable and other techniques.

ATTACHMENT 1

WATERFRONT AREA AESTHETIC CRITERIA FOR NEW DEVELOPMENT ASSESSMENT

I. BACKGROUND

The Locating New Development Section of the Local Coastal Plan (LCP) provides for protecting, maintaining and enhancing the visual qualities of the City's Waterfront Area by establishing criteria to evaluate the appropriate intensity of potential development. These criteria area based on the visual resources which presently exist: openness; lack of congestion; naturalness; and rhythm. Policy 12.2 requires that the impact of new development be evaluated with respect to those resources. The policy further requires that the City develop objective criteria to assist decision makers in assessing the impacts of new development.

II. WATERFRONT AREA

The Waterfront Area is the area south of U.S. Highway 101 between Pershing Park and the Harbor on the west and Milpas Street on the east. The area includes major recreational facilities including the Santa Barbara Harbor and Marina, Stearns Wharf and Chase Palm Park. The Waterfront Area also includes area designated for a wide variety of general and ocean-oriented industrial and visitor-serving commercial uses.

III. EVALUATION MATRIX

In accordance with Section 30251 of the Coastal Act, the scenic and visual qualities of the coastal areas are to be protected, restored and enhanced. Section 30252 requires that public access be maintained and enhanced. These parameters can be compared to the aspects of open-ness, lack of congestion, naturalness and rhythm. The attached matrix (Attachment 2) illustrates how these parameters can be evaluated on a project by project basis. The decision maker in using this worksheet can evaluate a project's positive, negative or indifferent aesthetic effect on the Water-front Area's ambiance. Application of the following evaluation criteria will help in determining if a project protects, maintains and enhances visual quality.

IV. EVALUATION CRITERIA

The dimensions described below define each section illustrated on the attached Evaluation Matrix (Attachment 2). These dimensions can be considered as increments or measures to gauge a particular development's aesthetic performance and its relationship with the surrounding neighborhood. This matrix is for use by the decision maker and the applicant/developer to determine on an individual and/or collective basis the project's aesthetic relationship to the Waterfront Area:

A. DIMENSIONS

1. OPENNESS. One of the special qualities of the Santa Barbara Waterfront is its sense of openness and freedom from clutter, with unimpaired views of the shoreline and mountains. The beaches are broad and enhanced by the presence of Chase Palm Park, the Andree Clark Bird Refuge, and predominantly one-story buildings on the north side of Cabrillo Boulevard.

Several dimensions of openness can be identified:

a. Building density, scale, mass and height. In protecting, enhancing and re-storing openness, this dimension is the most important. Each development, large or small, must be critically gauged as to its relationship with the surrounding neighborhood; essentially how well the project fits in. Buildings which provide setbacks and building separation promote the feeling of openness and allow views to the ocean. Stepping back the second and third stories from the edges of the property provides visual separation from buildings on adjacent properties which maintains views to the foothills and mountains.

Pedestrian orientation in building and site design is vitally important in promoting human scale. Buildings that open up to and are oriented to the pedestrian invite and promote the visitor-serving aspect of the Waterfront Area.

The south side of Cabrillo Boulevard where there are public facilities provided promotes the feeling of openness and allows views to the ocean. The recently approved (not yet developed) Park Plaza Hotel project proposed on the north side of Cabrillo Boulevard provides in its design major building separations, view corridors and height limitations (one and two stories closer to Cabrillo Blvd. and limited three stories set back to the rear of the property) which will preserve views to the mountains and foothills and will maintain a scale that will protect, enhance and restore the feeling of openness in the Waterfront Area. The Ambassador Park area on the north side of Cabrillo Boulevard in the West Beach area provides a distinct view separation, promotes visual relief and views to the ocean and Harbor.

By contrast, portions of the north side of Cabrillo Boulevard are intensely developed and do not promote openness. The East Beach townhouses and the Mar Monte (Sheraton) Hotel are large, imposing structures which appear to intrude into the open space area. Such structures do not protect, enhance and restore the feeling of openness in the Waterfront Area.

b. Functional access. A number of aspects facilitate being able to get to the Waterfront easily and contribute to a sense of openness. These include the absence of private property on the south side of the boulevard; convenience of parking along the boulevard, especially on the south side; the general absence of obstructions to and along the beach, though there are some notable exceptions (Stearns Wharf, Harbor facilities, art show on Sunday); and proximity to many residential neighborhoods.

c. Land use patterns. Several aspects of land use patterns support openness. The residential areas are compact, yet open and green. Neighborhood parks (e.g., Pershing, Punta Gorda) contribute to the feeling of openness, and complement the parks directly adjacent to the beach. Low scale commercial structures are in keeping with low scale residences.

In a sense, the neighborhoods spill out and open onto the Waterfront, rather than being confined or blocked by heavy industrial uses or major arterial highways as in many urban areas.

d. Vegetation. The ultimate scale and mass of landscaping is an important consideration in maintaining openness. While there are many palm trees along Chase Palm Park, they enhance the openness and do not obstruct the overall views to the ocean and foothills. On the other hand, the treeline north of Cabrillo Boulevard on the Southern Pacific property blocks views to the foothills and mountains and may conflict with openness at that location. Hence, landscaping material should be carefully selected so that, when mature, it enhances views and avoids blocking or hindering open-ness.

2. LACK OF CONGESTION. The sense of openness in the Waterfront is unquestionably enhanced by a relative lack of congestion. With the exception of summer week-ends, one can still move freely along the beaches, bikeways, and Cabrillo Boulevard in relative quiet.

a. Traffic flow. Traffic flow along the Waterfront has increased dramatically in all modes. Cabrillo Boulevard has all the attributes of a "grand boulevard." Motorists can drive along leisurely and enjoy the view, unimpeded by cross traffic or stop lights. Increased congestion, however, especially during summer weekends will degrade this feeling. Heavy traffic, hazards due to conflicts with bicycles and pedestrians crossing the boulevard, and the congestion in the vicinity of the art show, reduce the experience to the level of a four lane arterial during rush hour.

b. Parking. Parking on the south side of the boulevard interferes with the view, especially when the art show is in progress, and poses hazards to bicyclists and motorists. While more off-street parking may be desirable, its placement in parking lots on the beach clashes severely with the naturalness of the setting. The presence of autos, whether moving or parked, leads to a feeling of congestion.

c. Public facilities planning. The placing of public facilities all along the Waterfront, rather than concentrating them in one or two locations, contributes to an uncongested Waterfront. The Harbor, however, is the exception. Here, parking lots stretch from Ledbetter Beach to the municipal pool, and are filled by an assortment of vehicles, including cars, boats, trailers, and RVs. This high concentration, while necessary for the Harbor to function, detracts from the openness and lack of congestion which should be achieved.

d. Land use patterns. While motels and other commercial uses add to congestion, their being mixed with residential uses helps distribute the intensity. Accompanying noise and congestion are also more evenly diffused, helping to relieve localized concentrations of noise and intense activity.

3. NATURALNESS. The Waterfront's openness and lack of congestion are complemented by the natural setting in which Santa Barbara lies. Views to the foothills and mountains are still largely unimpeded by structures; in particular, the views from Stearns Wharf, Chase Palm Park, and East Beach offer unparalleled beauty. The coastal greenery and landscaping, the contour of the beaches and coastline in this area, and the sandy beaches all contribute to the strong image of Santa Barbara's natural beauty. These following dimensions form the basis for

criteria which can be used to judge whether or not projects proposed for the Waterfront will uphold the quality of naturalness.

a. Views. Views are the most important dimension of naturalness. These views are to the ocean, other points along the Waterfront, and to the foot-hills and mountains. The contrast between the sweep of the coastline and the sweep of the mountains is especially dramatic and heightened by the linear elements of Chase Palm Park and Cabrillo Boulevard.

b. Public aesthetics. The spacious and well-planned public facilities provide a calm contrast to the busy city for both residents and visitors. These facilities and public amenities show that the people of Santa Barbara care, and that they have balanced economics with natural aesthetics. This is especially evident in the contrast between the north and south sides of Cabrillo Boulevard. While the north side is commercial, the south side is predominantly low density recreation and park space.

However, there are a number of points of concern which future developers must consider in working through the dynamics of this balance. The north side of Cabrillo Boulevard, especially from State Street to Pershing Park, warrants special consideration. While the Spanish motif helps to unify structural elements, there are other elements which should be considered to create a unity such as signing, lighting, detailing and color.

c. Landscaping. Landscaping enhances the feeling of naturalness of the Waterfront. A number of aspects of landscaping are important in promoting the feeling of naturalness. These include undeveloped landscaping, use of mature shrubbery and trees, as in Chase Palm Park, and the contrast of tall trees and low shrubbery.

d. Adjacency. Adjacency is an important dimension of naturalness. The parks and the beaches are adjacent to the Boulevard (e.g., East Beach, Leadbetter Beach). This promotes a sense of having natural wealth and beauty readily available.

4. RHYTHM. The Waterfront has evolved slowly over the years, both resisting and accepting various patterns, both human and natural, which combine to create a richly dimensioned image of the Waterfront. There are daily patterns, the weekend-weekday contrasts, the sun, which both rises and sets on the Waterfront. There is the early morning haze which breaks by afternoon, the ebb and flow of people biking, skating, standing in lines for dinner. There is diversity in this rhythm, and care expressed by the diversity which exists. Rhythm is an extremely subtle resource quality, yet it gives strength to all the other qualities which characterize the Waterfront.

Rhythm includes:

a. Diversity. Diversity refers to the number of differences existing in the Waterfront. First, there are many things to do – driving, walking, biking, skating, eating, jogging, strolling through the art show on Sunday. Second, there is variety in the way these things can be done with facilities of different kinds and intensities to support these activities. Sometimes, however, these facilities are heavily used by conflicting activities, as is the bikeway at present. Third, there is social complexity. The Waterfront is not just a tourist mecca; people also live and work there. The Harbor in particular is a working harbor with both residential and commercial purpose.

b. Use patterns. Diversity creates differences in use patterns, and use pat-terns themselves vary. It is important to note that there are patterns, rather than one stream of continuous activity. These differences in use patterns allow people to pick and choose the times and places for enjoying the Waterfront. Probably the most clear cut example of how differences co-exist and create their own rhythm is given by the art show. On Sunday, the art show adds excitement and provides a focal point for visitors and residents alike. By Sunday evening, and for the rest of the week, it has disappeared.

c. Design details. Rhythm occurs spontaneously and is a normal outcome of diversity. Small details, however, modulate rhythms or suppress them altogether. Conversely, design can create rhythm by providing settings for new activities.

B. PARAMETERS

The three (3) parameters; protects, enhances and restores, are further defined as follows:

1. Protects: This means that the dimensions are incorporated into project design to a degree that defends or guards against damage or injury to the existing ambience of the area.

2. Enhances: This means that the dimensions are incorporated into project design to a degree that raises to a higher degree, intensifies or raises the value of the visual qualities of the area.

3. Restores: This means that the dimensions are incorporated into a project design to a degree that returns to a state of soundness or vigor or normal condition the visual qualities of the area.

ATTACHMENT 2

WATERFRONT AREA NEW DEVELOPMENT EVALUATION MATRIX

+ Means: Creates a Positive Effect
- Means: Creates a Negative Effect
0 Means: Neither a Positive or Negative Effect

DIMENSIONS		PARAMETERS		
		PROTECTS	ENHANCES	RESTORES
OPENNESS	Building Density, Scale and Mass			
	Functional Access			
	Land Use Patterns			
	Vegetation			
LACK OF CONGESTION	Traffic Flow			
	Parking			
	Public Facilities Planning			
	Land Use Patterns			
NATURALNESS	Views			
	Public Aesthetics			
	Landscaping			
	Adjacency			
RHYTHM	Diversity			
	Use Patterns			
	Design Details			

ATTACHMENT 3

WATERFRONT AREA DESIGN GUIDELINES

Areawide Guidelines:

Landscaping: All developments should incorporate significant and/or skyline trees located on the site. Landscaping should be compatible with existing plantings both on the site and in the neighborhood. Landscaping should generally be formal in nature and in all cases it should complement the project design. The height and width of plants at maturity should be a consideration, especially where significant view corridors exist. Landscaping should be used to the maximum extent practical to screen parking, storage and utility areas. Plants with low water and maintenance requirements are encouraged and irrigation systems should be included.

Views/Viewshed: Policy 9.1 states that "The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved and enhanced. . ." Cabrillo Boulevard, running the length of the Waterfront District is a potential State Scenic Highway. State, Garden and Castillo Streets are other important arterial streets in the Waterfront area. The vistas of the ocean, harbor and mountains from these major streets must be carefully considered, maintained and where feasible, enhanced. Maintaining appropriate building setbacks, providing view corridors, incorporating existing skyline trees and avoiding bulky, massive structures can protect and enhance these vistas.

El Pueblo Viejo – Landmarks District: The Historic Structures Ordinance (Chapter 22.22) states that any structure constructed or altered on the exterior shall be compatible with the Hispanic tradition as it developed in the City as it developed in the City from the later 18th century to the present. Emphasis should be on early 19th century "California Adobe" and "Monterey Revival" styles and the "Spanish Colonial Revival" style of the period from 1915 to 1930.

Parking Lots: All parking facilities should be screened from view from public streets, the railroad tracks and adjacent properties (especially in mixed use areas). Parking is preferable in the rear of a parcel, especially if there is a rear alley, rather than between the street and the structure. Conjunctive use of parking by two or more complementary uses in encouraged in order to maximize the use of fewer spaces. Landscaping is extremely important to break up the expanse of parking areas. Skyline and canopy trees should be considered in those developments that are visible from the freeway or any major street.

Paseos: Santa Barbara's tradition of pedestrian lanes, or paseos, is a long one, representing carefully thought out public walkways planned into residential subdivisions, as well as privately-owned footpaths placed within commercial developments.

New development should provide for paseos, where appropriate, and their maintenance, in recognition of Santa Barbara's tradition of pedestrian orientation combined with enjoyment of a unique environment.

Buffer: This classification is intended to signify the need for a separation between potentially conflicting uses or an area of transition between land use not directly compatible. It is also intended to buffer proposed development from significant and sensitive areas such as Cabrillo Boulevard, the two creek and the railroad tracks. A dense landscape screen should be included along all buffer areas.

Equipment: Provision for mechanical equipment should be designed into all projects. Adequate space should be provided for future equipment given the possible uses of a building over its lifetime. Possible approaches include providing a concealed equipment well or screen on the roof, a parapet or a ground mounted equipment enclosure. Roof equipment should be painted out with the final roof color so that it will effectively disappear when viewed from the Riviera or other hillside areas of the City. If a vent pipe or other equipment will extend above the roofline and be visible from adjacent areas, these can be creatively incorporated into the design, e.g. combining pipes into a false chimney structure or adding caps to vents such as on several structures on Stearn's Wharf.

Trash Areas: Trash facilities should be located to afford efficiency of access and operation without impacting adjacent properties and uses which are sensitive to noise. Trash areas should be planned as an integral part of a project, with the detailing and materials of the structure reflecting the project's overall design.

Lighting: The amount of lighting should be enough to allow for safety and security, but carefully placed to avoid impacting adjacent properties and uses, especially residential. The design of the light standards and fixtures should relate to the remainder of the project.

Signage: All signs should be included as an integral part of a project reflecting the design of the buildings and the proposed use.

Hotel and Related Commerce 1 and 2:

Architecture: Given that most of the HRC Zone coincides with El Pueblo Viejo, the traditional Hispanic style of architecture is appropriate in this area. The Monterey style should be emphasized in the vicinity of State Street and Cabrillo Boulevard.

Landscaping: Generally formal emphasizing Mediterranean plants. Street trees are important. Special emphasis should be placed on landscaping in the front yard setback along the street.

ATTACHMENT 4

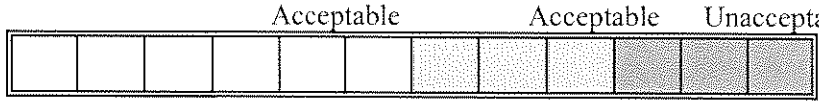
NOISE ELEMENT

LAND USE COMPATIBILITY GUIDELINES

LAND USE CATEGORY	Maximum Interior Exposure L_{dn}*									
LAND USE INTERPRETATION FOR L_{dn} VALUE	50	55	60	65	70	75	80	85		
Residential – Single Family, Duplex, Mobile Homes	45									
Residential – Multiple Family, Dormitories, Etc.	45									
Transient Lodging	45									
School Classrooms, Libraries, Churches	45									
Hospitals, Nursing Homes	45									
Auditoriums, Concert Halls, Music Shells	35									
Sports Arenas, Outdoor Spectator Sports										
Playgrounds, Neighborhood Parks										
Golf Courses, Riding Stables, Water Rec., Cemeteries										
Office Buildings, Personal, Business and Professional	50									
Commercial – Retail, Movie Theaters, Restaurants	50									
Commercial – Wholesale, Some Retail, Ind., Mfg., Util.										
Manufacturing, Communications (Noise Sensitive)										
Livestock Farming, Animal Breeding										
Agriculture (except Livestock), Mining, Fishing										
Public Right-of-Way										
Extensive Natural Recreation Areas										

*Due to exterior sources.

LEGEND



(Source: Bolt, Beranek, and Newman, Inc., 1974)

DRAFT

VACATION OWNERSHIP

RULES AND REGULATIONS

FOR

ENTRADA DE SANTA BARBARA

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EXHIBIT K

TABLE OF CONTENTS

SECTION		PAGE
I.	DEFINITIONS	1
II.	REGULAR USE RESERVATIONS	1
III.	SPLIT-WEEK USE	6
IV.	LOCK-OFF USE	7
V.	CHECK-IN AND CHECK-OUT TIMES	8
VI.	HOUSEKEEPING	9
VII.	UNIT TYPES	9
VIII.	OCCUPANCY RESTRICTIONS	10
IX.	DAMAGES AND LOSSES	10
X.	UNIT INTERIOR	10
XI.	EMERGENCY ACCESS TO YOUR ASSIGNED UNIT	11
XII.	RESORT CLUB PERSONNEL	11
XIII.	EXCHANGE	11
XIV.	PERSONAL ITEMS & STORAGE	12
XV.	AMENDMENT OF RULES AND REGULATIONS	12
XVI.	GUESTS	12
XVII.	RESTRICTED ACTIVITIES	13
XVIII.	PETS	13
XIX.	APPEARANCE OF RESORT CLUB	13
XX.	SOLICITING	14
XXI.	TELEPHONE CALLS	14
XXII.	PERSONAL CHARGES	14
XXIII.	PARKING	14
XXIV.	ENFORCEMENT OF THE RULES AND REGULATIONS	14
XXV.	EMERGENCIES	15
XXVI.	FAILURE TO VACATE	15
XXVII.	CONTROL OF CHILDREN	15

XXVIII. RECREATIONAL AMENITIES 15
XXIX. SIGNS 16
XXX. FIRE REGULATIONS 16
XXXI. MEMBERSHIP CARDS 16

RULES AND REGULATIONS

FOR

ENTRADA DE SANTA BARBARA

The following Rules and Regulations have been established for the benefit of all Owners. These Rules and Regulations supplement the Declaration of Covenants, Conditions and Restrictions for the Entrada de Santa Barbara (the "Declaration"). These Rules and Regulations may be amended from time to time by the Board of Directors of the Association. Compliance by you, your family and your guests with these Rules and Regulations will permit the Vacation Ownership Program at the Entrada de Santa Barbara to run smoothly and efficiently. Please note that the failure by you or your guests to comply with these Rules and Regulations may result in the suspension of your rights and privileges as an Owner.

I. DEFINITIONS

To assist you in reading the Rules and Regulations, the legal terms used in the Declaration have been dispensed with here in favor of plainer language. The context should make the meaning clear. To the extent there is any conflict between any provision of these Rules and Regulations and any provision of the Declaration, however, the provisions of the Declaration shall control.

II. REGULAR USE RESERVATIONS

A. **For each Resort Club Interest I own, how many rights of use am I entitled to?**

Answer: The answer varies. In order to understand the answer, it is important to understand what type of use you own. "Floating Week" means that you may use your assigned unit during any Use Week in your Season which you reserve in accordance with these Rules and Regulations. "Fixed Week" means that you may use your unit during the same calendar Use Week each Use Year. With these concepts in mind, your use rights are as follows:

1. Floating Week. All of the Vacation Ownership Interests in the Gold Season, and most of the Vacation Ownership Interests in the Platinum Season, are of this use type, regardless of your Unit Type. Unless you own a Fixed Week Vacation Ownership Interest, this is the use type you own. If you own this use type, you are entitled to reserve a unit of your Unit Type seven (7) nights during your Season in one or two Use Periods each Use Year as your Regular Use entitlement. If you own an **Alternate Year Vacation Ownership Interest**, you are entitled to the same rights as are the owners of an **Annual Vacation Ownership Interest**, except that your use rights occur every even or odd calendar year, as set forth in your deed.

2. Fixed Week. An exception to the foregoing generality applies if you own a **Fixed Week Vacation Ownership Interest.** A maximum of 30% of the Use Weeks between and including Use Week 26 and Use Week 36 of the Platinum Season **will be Fixed Week Vacation Ownership Interests.** The remaining 70% or more Vacation Ownership Interests in Use Week 26 through Use Week 36 of the Platinum Season will be Floating Week Vacation Ownership Interests (described above) . In you own a **Annual Fixed Week Vacation Ownership Interest,** you are entitled to use a unit of your Unit Type during the fixed seven (7) consecutive night Use Week specified in your deed each Use Year as your Regular Use entitlement. If, however, you decide, for any particular Use Year, that you wish to "float" your fixed week, you may elect to convert your Fixed Week Vacation Ownership Interest to a Floating Unit, Floating Week Vacation Ownership Interest by giving not less than eight (8) months notice, prior to the first day of your Use Week, to Management, Inc. Once you make this election to convert in any particular Use Year, you may not change your mind for such Use Year.

As you can see, all of the use types are of the "Floating Unit" type, and most are of the "Floating Week" type. Because up to 30% of the Vacation Ownership Interests specifying one of 11 Use Weeks in the Platinum Season (each a Fixed Week Vacation Ownership Interest) will be sold on a fixed use week basis, for simplicity, the terms "Fixed Week," and "Floating Week" will be used in these Rules and Regulations to distinguish different rules applicable Fixed Week Vacation Ownership Interests on the one hand, and to all other Vacation Ownership Interests on the other.

Regardless of the type of Vacation Ownership Interest you own, you may not accrue or carry-over unused time from one Use Year to any other Use Year.

B. **Do I have to make a reservation to use a unit?**

Answer: Yes, if you **own a Floating Week Vacation Ownership Interest,** you must request a reservation to use a Use Period. Written requests should be addressed as follows:

Entrada de Santa Barbara

_____

_____

Telephone requests may be made by telephoning Entrada de Santa Barbara Owner Services at (____) _____. In-person requests may be made during regular business hours.

If you **own an Fixed Week Vacation Ownership Interest,** you will be contacted by the Management, Inc. to confirm your intent to use your Use

Week.

C. **How far in advance of the date I want to reserve may I submit a reservation request or confirm my intent to use my Use Week?**

Answer: The earliest that you may make a reservation request depends upon the number of Vacation Ownership Interests you own.

1. If you own more than one **Annual Vacation Ownership Interest,** and if you desire to reserve consecutive or concurrent Use Weeks, the earliest that you may make your reservation for your desired Use Week(s) is 13 months in advance of the first day of that period;

2. The earliest all owners of Vacation Ownership Interests other than those described in Paragraph 1, above, may make a reservation for their desired occupancy periods is 12 months in advance of the first day of that period.

Thus, as you can see, reservation requests for multiple Vacation Ownership Interest owners have a thirty (30) day preference over reservation requests made by owners of other types of Floating Week Vacation Ownership Interests.

3. If you own a Fixed Week Vacation Ownership Interest, there is no last date to make a reservation, because a unit of your type will be set aside for your use. However, you are requested to confirm with Management, Inc. your intent to use your Use Week at least thirty days prior to the first day of your Use Week.

D. **How will I know if my reservation request has been confirmed?**

Answer: Reservation requests for owners of **Floating Vacation Ownership Interests will** be confirmed by mail or, when time is limited, by telephone or telegram. No reservation request will be honored unless it has been confirmed by the Association.

If you **own a Fixed Week Vacation Ownership Interest,** you are not required to make a reservation request for your Use Week; however, you are requested to confirm with Management, Inc. your intent to use your Use Week at least thirty days prior to the first day of your Use Week.

E **How much advance notice must I give to the Management, Inc.?**

Answer: If you own a **Floating Week Vacation Ownership Interest,** you may make a reservation request as late as 48 hours in advance of the first night of your desired occupancy period.

It is recommended that owners of Floating Week Vacation Ownership Interests make their reservation requests as early as possible because reservation requests received from such owners are confirmed on a first-come, first-served basis. Additionally, reservation requests received from such Owners of Floating Week Vacation Ownership Interests which are made 45 days or less in advance of the requested occupancy period will also be in competition with Developer rentals.

If you own a Fixed Week Vacation Ownership Interest, an Assigned Unit of the Unit Type specified in your grant deed will be held for you regardless of whether you confirm your intent to use your Use Week; nevertheless, you are requested to confirm with Management, Inc. your intent to use your Use Week.

F. **What might prevent me from securing a confirmed reservation?**

Answer: As described above, if you own a **Floating Week Vacation Ownership Interest,** you may be in competition with other requests for Regular Use and Developer rentals, depending upon when you make your reservation request. In addition, regardless of the type of **Vacation Ownership Interest you own,** your reservation request will not be confirmed nor will occupancy of an Assigned Unit be permitted if (a) you are delinquent in the payment of any amounts owed to the Association, or (b) your use rights have been suspended by the Board.

G. **May I share my Assigned Unit with guests?**

Answer: Yes. You may share your Assigned Unit with guests, or you may have guests use some or all of the time which you have reserved even if you are not present. Please refer to the specific rules governing occupancy of an Assigned Unit by guests set forth in Section XVI, below.

H. **Can I change my reservation or Use Week?**

Answer: If you own a **Floating Week Vacation Ownership Interest,** you may cancel a reservation which vou made as Regular Use by giving notice to Management, Inc. at least sixty (60) days prior to Check-In Time on the first day of the period which you reserved. A $25.00 cancellation fee will be charged if you cancel your reservation. Your ability to make another

reservation for your remaining Regular Use will be subject to remaining availability in the current Use Year and cannot be guaranteed.

Further, this means that if you make a Regular Use reservation less than 60 days in advance, you may not cancel your reservation. If you find it necessary to make such a reservation, and find that you cannot use it, the Board recommends that you explore your exchange options.

Remember, you may not accrue or carry-over unused time from one Use Year to any other Use Year.

If you own a **Fixed Week Vacation Ownership Interest,** you will be entitled, as Regular Use, only to the Use Week specified in your grant deed. Subject to your right to convert your **Fixed Week Vacation Ownership Interest to a Floating Week Vacation Ownership Interest** by giving notice of such intent to the Management, Inc. at any time prior to forty-five (45) days prior to the commencement of your fixed Use Week, you will be considered to have used your entire Use Week regardless of whether you actually occupy your Assigned Unit or not. If you know in advance that you cannot use your Assigned Unit during your Use Week, you may want to consider exchanging your Use Week pursuant to an exchange program. Please refer to Section XIII, below, for a discussion of the exchange program.

III. LOCK-OFF USE

The Board of Directors may determine that it is in the best interests of the Association to allow owners of **Vacation Ownership Interests** to use their Regular Use entitlement to make separate reservations for the master and the lock-off portions of their Units. Currently, the Board permits lock-off use. Except as set forth below in this Section IV, the rules which apply to Regular Use which are set forth in Section II, above, shall apply to lock-off use.

A. **How far in advance of the date I want to reserve may I submit a reservation request for lock-off use?**

Answer: The earliest that YOU May make your reservation request for either your master unit or your lock-of f unit is twelve (12) months in advance of the first day of the requested Use Week for a portion of your Unit. In this regard, a. lock-off reservation is the same as a Regular Use reservation.

B. **Is there an additional charge for lock-off use?**

Answer: No.

C. **May I use one part of my Unit and exchange the other?**

Answer: Yes. However, the Board of Directors has determined that you must exchange the your master suite or your lock-off unit for an entire Use Week, in order to minimize unused fragmentary Use Periods.

D. **May I exchange both parts of my Unit separately?**

Answer: Yes.

IV. CHECK-IN AND CHECK-OUT TIMES

A. **At what time may I check-in to my Assigned Unit?**

Answer: Check-In Time is after 4:30 p.m.

B. **At what time must I check-out of my Assigned Unit?**

Answer: Check-Out Time is before 10:00 a.m.

C. **On which days do Check-In and Check-Out times occur?**

Answer: The commencement of your Use Week may occur on Friday, Saturday or Sunday. Although every effort to accommodate your preference will be made, the Board of Directors has authorized Management, Inc. to determine which day you may check-in in order to accommodate the preferences of the greatest possible number of Owners. Mid-week Check-In times for split-week use will be determined according to the day you check in during your weekend Use Period, subject to availability.

D. **Are there any other Check-In or Check-Out procedures I must follow?**

Answer: Yes. You must check in at the front desk at Entrada de Santa Barbara; however, from time to time the Board of Directors may make arrangements for off-hour Check-In and Check-Out at _____. There you will receive a key to your Assigned Unit. A packet of information describing current Vacation Ownership activities will be in your Assigned Unit. You will also find in your Assigned Unit a complete inventory of items in your Assigned Unit and a copy of the manufacturer's instructions for operation of appliances. Appliances should be used in accordance with these instructions. To help keep costs down and to assist the housekeeping staff, please make sure your Assigned Unit is ready to vacate by turning off all

lights, televisions, radios and other appliances, folding down all beds used during your stay, locking the door to your Assigned Unit on departure and leaving your room key at the front desk at Check-Out Time.

V. HOUSEKEEPING

The time between Check-Out Time and Check-In Time is reserved exclusively for the cleaning, inventory, repair and maintenance of units by the housekeeping and maintenance personnel.

Upon arrival you will find your Assigned Unit fresh and clean. Thereafter, Housekeeping will provide light cleaning and vacuuming services on a mid-week basis for Owners whose Use Periods comprise a full seven (7) nights. Additional housekeeping services are available by contacting the front desk. A charge for additional housekeeping services will be made and must be paid prior to your departure.

VI. UNIT TYPES

A. **Does my Vacation Ownership Interest entitle me to reserve a particular unit type?**

Answer: Yes. Your Vacation Ownership Interest entitles you to a Regular Use reservation in a unit of the Unit Type specified in your grant deed.

VII. OCCUPANCY RESTRICTIONS

A. **Could I be prevented from occupying my Assigned Unit?**

Answer: Yes. You may be denied occupancy of your Assigned Unit if (a) you are delinquent in the payment of any amounts owed to the Association, or (b) your use rights have been suspended by the Association.

B. **How many persons may occupy my Assigned Unit?**

Answer: The maximum allowable occupancy varies depending upon the particular type of Unit as follows:

Type of Unit	Max. Occ. (incl. children)
Studio	4 guests
One-Bedroom	4 guests
Two-Bedroom	8 guests

VIII. DAMAGES AND LOSSES

A. **What if any damage or loss to my Assigned Unit or any of its contents is discovered at check-in?**

Answer: Any such damage or loss should be reported to Management, Inc. as soon as possible after check-in. You may be charged f or damage or loss to your Assigned Unit or its contents which is not reported promptly after check-in.

IX. UNIT INTERIOR

A. **May I redecorate my Assigned Unit?**

Answer: No. No structural changes or removal of furniture, wall hangings or floor coverings, or redecorating of any type within your Assigned Unit or any other areas within the facility are permitted to be made by you or any of your guests.

X. PERSONNEL

Employees for the Entrada de Santa Barbara, including front desk, housekeeping and maintenance personnel, are under the sole direction of Management, Inc. Requests by you and your guests for assistance from such employees must be made through Management, Inc.

XI. EXCHANGE

A. **May I exchange my Use Period (s) for time in the other resorts?**

Answer: Yes. The Association has entered into an affiliation agreement with Interval International, an international exchange service (the "Exchange Company"). Neither the Developer nor the Association is affiliated with the Exchange Company. Continued membership is optional and at your expense. As a member of the Exchange Company, should you desire to exchange one or more of your Use Period(s) through the Exchange Company, please consult your Exchange Company directory and membership materials for the trading rules which govern reservation exchange requests.

In addition to the exchange opportunity offered by Interval International, Management, Inc., is currently offering an internal exchange program for Owners at the Entrada de Santa Barbara and owners of certain other resorts which Management, Inc. manages. This exchange opportunity also includes the opportunity to exchange your Unit for hotel rooms. This program is not offered or operated by the Association or by the Developer, and you should

read the materials prepared by Management, Inc. describing the program for the terms and conditions of participation.

XII. PERSONAL ITEMS & STORAGE

No lobbies, stairways, sidewalks, driveways, or other common areas of the facility shall be used for the storage of any personal property without the prior written consent of Management, Inc..

All damage to the facility or any part thereof caused by moving articles in or out shall be repaired at the expense of the owner or guest moving such articles.

The Association and Management, Inc. are not responsible for personal property lost, stolen or damaged at the facility.

If an Owner or guest leaves personal belongings in his Assigned Unit after checking out, Management, Inc. will make reasonable efforts to contact the Owner for a thirty (30) day period in order to return the items. If no contact is made after thirty (30) days, the items will be released to the finder or otherwise disposed of in the discretion of Management, Inc.

XIII. AMENDMENT OF RULES AND REGULATIONS

A. **Are the Rules and Regulations subject to change?**

Answer: Yes. The Board of Directors may amend the Rules and Regulations from time to time. You will be notified of any changes.

XIV. GUESTS

You may permit another person to occupy your Assigned Unit during your Use Period without charge by the Association. You may invite others to share occupancy of your Assigned Unit during your Use Period, provided that the maximum allowable occupancy limit for the Assigned Unit is not exceeded. Management, Inc. will not give access to any Assigned Unit to such user without permission from the Owner in whose name there is a confirmed reservation. If you intend for a person other than yourself to use your Use Period or to accompany you during your Use Period, you must provide Management, Inc. with the name and address of such person(s) in writing prior to commencement of the occupancy period. When checking in, your guests will be asked to show proof of identification, to sign a registration card and to provide a credit card imprint. You will be responsible for all personal charges and/or damages to the Unit resulting from use by your guests.

You may permit persons under 21 years of age to occupy your Assigned Unit under the condition that he/she/they is/are accompanied by you or a guest 21 years of age or older. Additional rules and regulations governing the recreational areas and the use of such areas by guests will be adopted by the Association and/or Management, Inc. and may be amended from time to time.

XV. RESTRICTED ACTIVITIES

Dangerous or unlawful substances may not be stored, introduced, or used within the facility. All obnoxious or offensive activities are prohibited in any Assigned Unit or other area of the facility. You are requested to control noise and your activities so that you do not disturb other occupants of the facility. In addition, you are requested to monitor your children's activity so they do not disturb activities of others.

The use of personal portable grills or hibachis or other personal outdoor cooking equipment at the facility is strictly prohibited.

Skateboarding is not permitted at the facility.

The Board of Directors reserves the right to establish specific rules governing potentially loud or unsafe activities such as use of musical instruments, stereo equipment, or late-evening entertaining, if it determines that there is a need to do so in the best interests of all the Owners.

XVI. PETS

No animals or pets of any kind are allowed in any Assigned Unit or upon any portion of the facility (except those certified to provide aid to the handicapped when accompanied by the handicapped individual).

XVII. APPEARANCE OF FACILITY

No sunshades, awnings or other similar devices may be used on any balcony. Draping of any article, including towels, swimsuits, etc., on balconies or otherwise is not permitted.

XVIII. SOLICITING

No commercial soliciting by any Owner, guest, Exchange User or member of the general public is permitted at any time at the facility.

XIV. TELEPHONE CALLS

Each unit is furnished with a private telephone with direct line access; a record of all calls will be maintained by the Association. Any calls made during an Owner's Use Period which are not charged as directed above, will be charged to the Owner at check-out. The Association may impose reasonable charges for local and long-distance telephone calls, whether or not such calls are collect, billed to a credit card, billed to your home phone or billed to your business number.

XV. PERSONAL CHARGES

The Association will charge a minimum fee of $10.00 for any personal charges required to be billed to an Owner after Check-Out. All Personal Charges, including, but not limited to, extra services or damages, for guests are considered the responsibility of the Owner who requested access for such guest. If an Owner has no valid credit card, or is not in residence at the resort, all goods and services must be paid for in cash or by accepted credit cards at the time goods or services are purchased. Any unpaid Personal Charges payable to the Association will bear interest at the maximum rate specified in Article VI of the Declaration.

XVI. PARKING

Each Owner must park his motor vehicle(s) in the space(s) designated by Management, Inc.. No vehicle may be parked in any other area of the facility, except temporarily for loading or unloading.

XVII. ENFORCEMENT OF THE RULES AND REGULATIONS

The Association expects all Owners and their guests to adhere to the requirements set forth in the Rules and Regulations and the Declaration. To assist the Association in the enforcement of the provisions of these two documents, the Association has delegated enforcement authority to Management, Inc. Any Owner or guest who has been advised by Management, Inc. that they are in violation of the Rules and Regulations or the Declaration will immediately cease and desist that activity.

If any owner or his guest, after being notified by Management, Inc. that they are in violation of the Rules and Regulations or Declaration, fails to comply with Management, Inc.'s direction, the matter will be referred to the Board of Directors of the Association for consideration of the assessment of penalties by reason of such person's noncompliance. The Owner against whom such action is proposed to be taken has the right to appear before the Board of Directors at its next regularly scheduled meeting to contest such action, all as provided in the Bylaws and the Declaration.

XVIII. EMERGENCIES

In case of an emergency, contact the front desk or contact the appropriate authority by dialing 911.

XIX. FAILURE TO VACATE

If an Owner or permitted user fails to vacate the Assigned Unit on time at the end of his Use Period, such Owner or permitted user may be subject to disciplinary action, monetary penalties or both.

XX. CONTROL OF CHILDREN

Parents are responsible for the conduct of their children. Children are not permitted to play in corridors, parking areas, the lobby, pool areas, spas or any other common areas not designed for children' s recreation. Children under 13 years of age must be accompanied by an adult. Parents will be held financially responsible for disturbance or damage caused by minor children. Failure to pay for damages caused by such behavior may affect the Owner's use privileges.

XXI. SIGNS

No signs (including, without limitation "For Sale" or "For Rent" signs) or flags of any kind shall be placed in the windows or on doors or other exterior surfaces of any portion of the facility, without the prior written approval of the Association. The Association may revoke such approval at any time, with or without cause.

XXII. FIRE REGULATIONS

The Association has posted in conspicuous places throughout the facility fire regulations which must be adhered to by Owners and guests during their stay at the facility. Your conscientious compliance with these rules and regulations will help maintain the beauty of the facility.

XXIII. MEMBERSHIP CARDS

Owners will be issued two (2) Membership Cards for each Vacation Ownership Interest owned evidencing their membership in the Association. This Membership Card is not assignable or transferable by the Owner except to authorized guests during the Owner's Use Period.

Entrada de Santa Barbara

SETBACK AREA ANALYSIS

June 13, 2001

	Required Setback Area	New Building Encroachment Area Within Required Setback Area	Setback, Paseo and Plaza Area Outside of the Required Setback	Total Setback, Paseo and Plaza Area Provided
AREA A				
Street Level	1,168	678	3,536	4,026
Second Level	1,168	678	5,384	5,874
Third Level	1,168	678	5,384	5,874
Subtotal	3,504	2,033	14,304	15,775
AREA B				
Street Level	8,040	3,263	7,411	12,188
Second Level	9,701	4,075	6,865	12,491
Third Level	9,701	2,723	13,232	20,210
Subtotal	27,442	10,061	27,508	44,889
AREA C				
Street Level	13,679	5,356	7,306	15,629
Second Level	13,679	3,486	11,056	21,249
Third Level	13,679	1,899	29,993	41,773
Subtotal	41,037	10,741	48,355	78,651
SUMMARY				
Street Level	22,887	9,297	18,253	31,843
Second Level	24,548	8,239	23,305	39,614
Third Level	24,548	5,299	48,609	67,858
Total	71,983	22,835	90,167	139,315

NOTES

The required setback area assumes a 20 foot setback at all levels.

The square footage occupied by existing historical buildings within the required setback is not included as building area within the required setback area.

The area of covered arcades is not included in the calculation of building area within the required setback area. There is 863 square feet of arcade area in Area A, 1186 square feet of coveres arcade area in Area B and 1552 square feet of covered arcade area in Area C.

All numbers indicate square feet.

EXHIBIT L

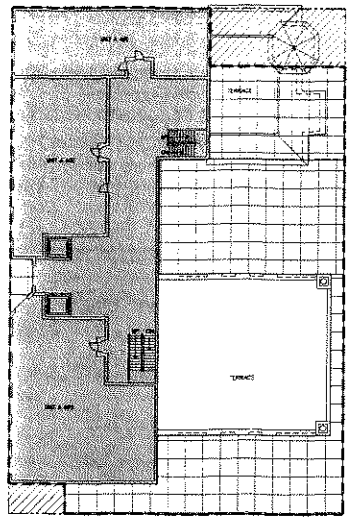
REQUIRED SETBACK LINE

REQUIRED SETBACK AREA

ENCROACHMENT AREA

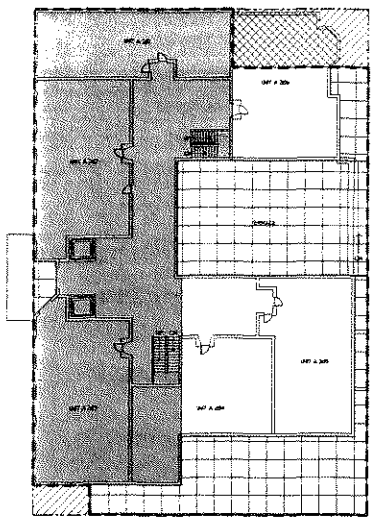
ADDITIONAL SETBACK, PASEO & PLAZA AREA

EXISTING HISTORICAL BUILDING AREA



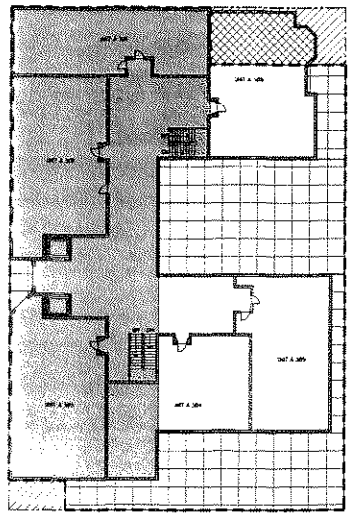
AREA A - FOURTH LEVEL

SCALE 1/16" = 1'-0"



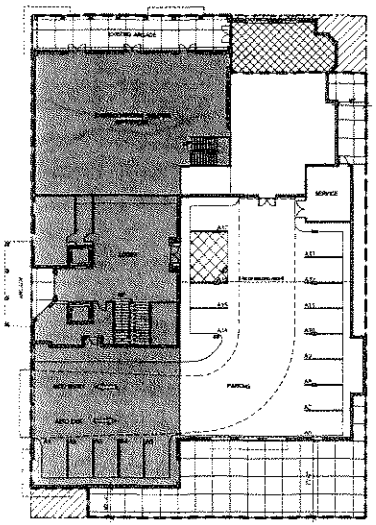
AREA A - SECOND LEVEL

SCALE 1/16" = 1'-0"



AREA A - THIRD LEVEL

SCALE 1/16" = 1'-0"



AREA A - FIRST LEVEL

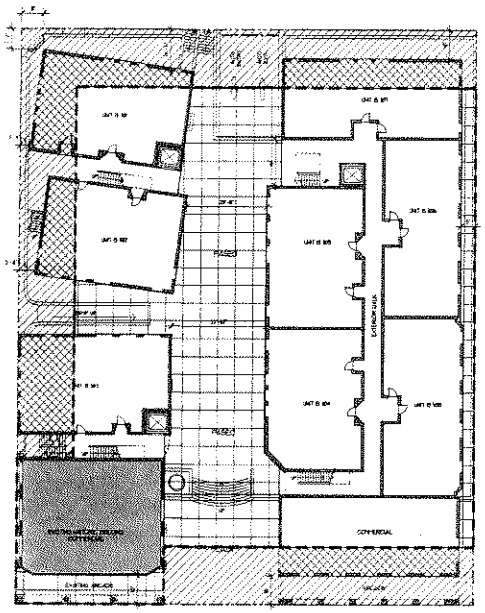
SCALE 1/16" = 1'-0"

LENNY YATES VANHOY

AREA A
FIRST, SECOND, THIRD AND FOURTH LEVEL
FLOOR PLANS

Entrada
de
Santa Barbara

DP-7A



AREA B - FIRST LEVEL

SCALE 1/16" = 1'-0"

- - - REQUIRED SETBACK LINE

REQUIRED SETBACK AREA

ENCROACHMENT AREA

ADDITIONAL SETBACK, PASEO & PLAZA AREA

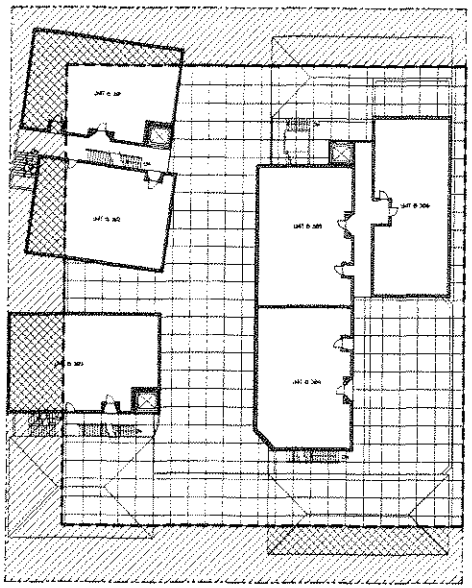
EXISTING HISTORICAL BUILDING AREA

TENNY-YATES-VANHEA

AREA B
SUBTERRANEAN AND FIRST LEVEL
FLOOR PLANS

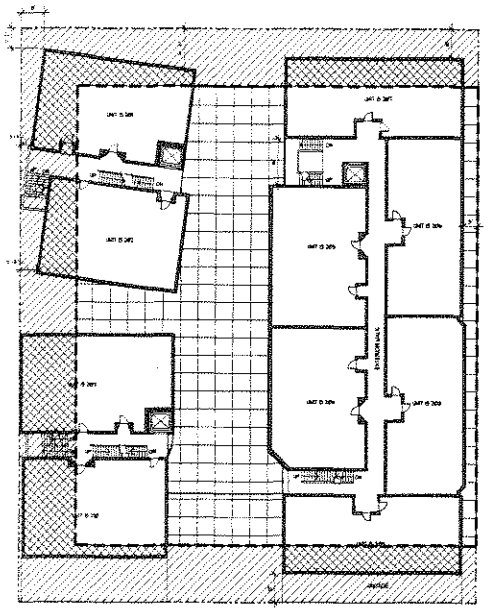
Entrada
de
Santa Barbara

DP-7B



AREA B - THIRD LEVEL

SCALE 1/16" = 1'-0"



AREA B - SECOND LEVEL

SCALE 1/16" = 1'-0"

- REQUIRED SETBACK LINE
- REQUIRED SETBACK AREA
- ENCROACHMENT AREA
- ADDITIONAL SETBACK, PASEO & PLAZA AREA
- EXISTING HISTORICAL BUILDING AREA

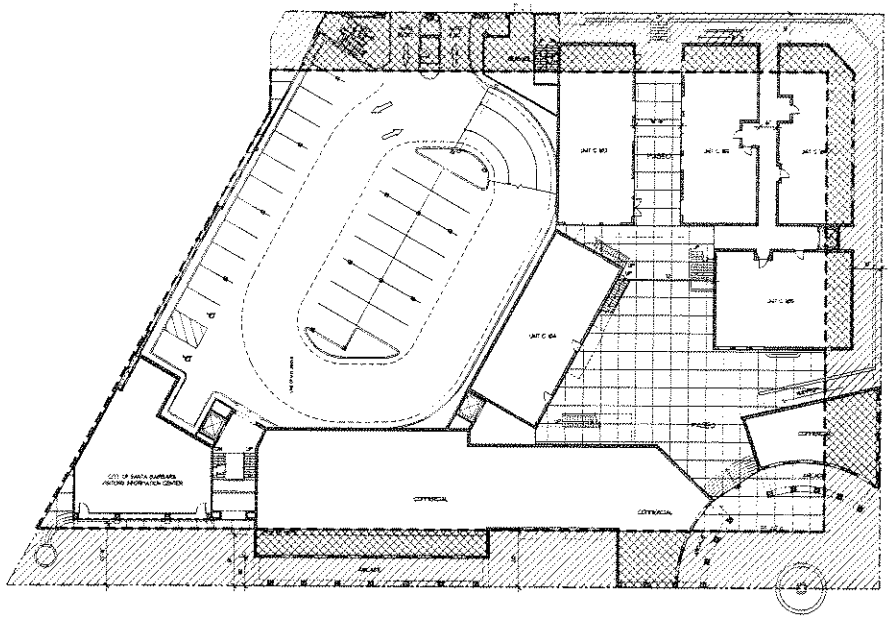
LENNY YATES VANNELLI

AREA B
SECOND AND THIRD LEVEL
FLOOR PLANS

Entrada
de
Santa Barbara

09/11/01

DP-8B



AREA C - FIRST LEVEL

SCALE 1/16"=1'-0"

- REQUIRED SETBACK LINE
- REQUIRED SETBACK AREA
- ENCROACHMENT AREA
- ADDITIONAL SETBACK PASEO & PLAZA AREA
- EXISTING HISTORICAL BUILDING AREA

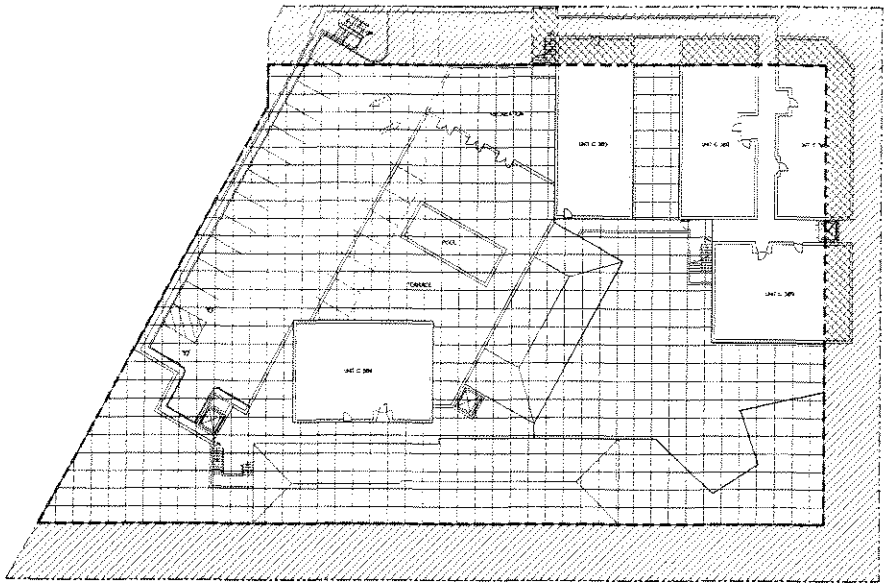
TENSO GATES-VANHOY

AREA C
SUBTERRANEAN AND FIRST LEVEL
FLOOR PLANS

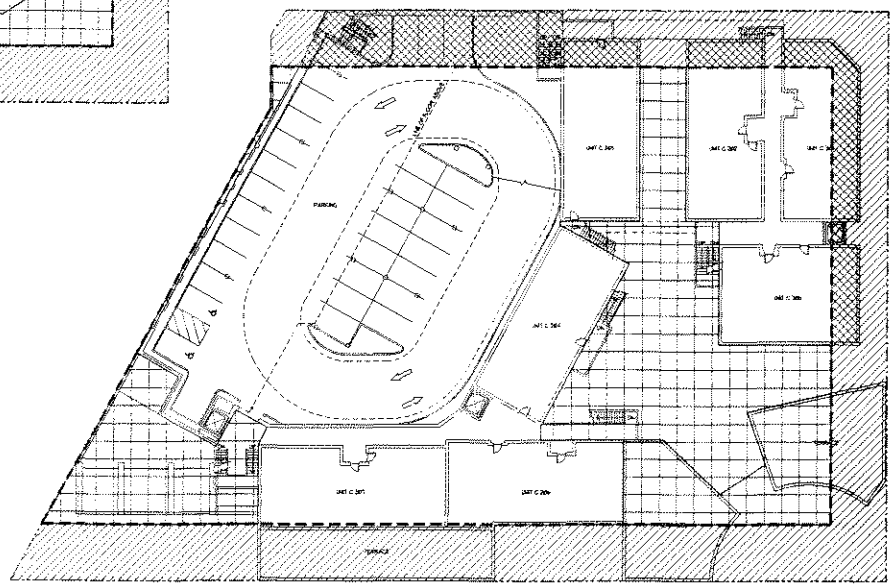
Entrada
de
Santa Barbara

05/11/01

DP-7C



AREA C - THIRD LEVEL



AREA C - SECOND LEVEL

- - - REQUIRED SETBACK LINE

REQUIRED SETBACK AREA

ENCROACHMENT AREA

ADDITIONAL SETBACK, PASEO & PLAZA AREA

EXISTING HISTORICAL BUILDING AREA

TENNY-YATES-VANHEA

AREA C
SECOND AND THIRD LEVEL
FLOOR PLANS

Entrada
de
Santa Barbara

DP-8C

PKF
CONSULTING

811 Wilshire Boulevard
Suite 800
Los Angeles CA 90017

Telephone (213) 680-0900
Telefax (213) 623-8240

June 7, 2001

Mr. Douglas E. Fell
Fell, Marking, Abkin, Montgomery, Granet & Raney, LLP
222 East Carrillo Street, Suite 400
Santa Barbara, California 93101-2142

Dear Mr. Fell:

REQUESTED ANALYSIS AND ADVICE FROM PKF CONSULTING

You have requested PKF Consulting ("PKF/C") to analyze and advise you concerning two issues relating to development of a 96-room economy lodging facility in Santa Barbara, California. This letter updates the analysis we previously provided to you on this subject dated April 9, 2000. The two issues are as follows:

- **Total Development Costs**

  You have requested PKF/C to provide you with an estimate of the total development costs (which for these purposes means land acquisition costs and turn-key construction costs) for the development of a 96 room economy lodging facility in Santa Barbara, California; and,

- **Required Subsidy**

  You have requested PKF/C to provide you with an analysis of the amount of subsidy that would be required to make economically feasible the development of a 96-room economy lodging facility in Santa Barbara, California. For those purposes "economy lodging" means facility with an "average daily room rate" of $63.00 per night in calendar year 2001 and "economically feasible" means providing the developer with a required "equity yield" on the developer's investment of 15 percent (15%).

EXHIBIT M

CONCLUSIONS

- **Total Development Cost**

Based on our analysis, a description of which follows, PKF/C estimates the total development costs for the development of a 96-room economy lodging facility in Santa Barbara, California, would be $6,682,000, of which $2,731,000 is land cost and the balance of $3,951,000 or approximately $41,200 per room is the cost of building and improvements.

- **Required Subsidy**

Based on our analysis, a description of which follows, PKF/C has concluded that the amount of subsidy that would be required would be $982,000 or $10,229 per room.

BACKGROUND AND QUALIFICATIONS OF PKF CONSULTING

PKF Consulting is an international firm of management consultants, industry specialists, and appraisers who provide a full range of services to the hospitality, real estate, and tourism industries. PKF/C is one of several companies wholly owned by Hospitality Asset Advisors International, Inc. (HAA), a U.S. corporation.

Other HAA companies include Hospitality Asset Advisors Incorporated, which provides real estate transaction and capital markets services, and The Hospitality Research Group, a hospitality-related market research firm.

Headquartered in San Francisco, the firm has offices in New York, Philadelphia, Boston, Atlanta, Houston, Dallas, Los Angeles, and Washington, D.C. In Asia, the firm is based in Singapore and practices as Hospitality Asset Advisors, PTE., Ltd.

Senior professionals of the firm have been a part of the hospitality business for upwards of 25 years. They head teams of consultants who bring a broad range of experience - corporate finance, hotel operations, resort planning, and international tourism - to meeting client needs. Real estate professionals carry MAI (Member of the Appraisal Institute), CRE (Counselor of Real Estate) and ISHC (International Society of Hospitality Consultants) designations.

PKF/C has extensive experience in conducting and providing financial and market analysis for hotels and motor hotels in the Santa Barbara area. The undersigned and we have been doing work continuously in this market for in excess of 30 years. Our and my experience includes professional analysis and advice to most of the hotels and motor hotels in the east and west beach areas and most of the major resort properties in the surrounding area. In addition, PKF/C tracks occupancy and average daily room rates for the majority of properties in the City of Santa Barbara and surrounding areas.

OUR UNDERSTANDING OF YOUR USE OF THIS LETTER

You have advised us and we have prepared this advice to you, on the understanding and expectation that you will provide this letter to the City of Santa Barbara in connection with the City's analysis and determination of an appropriate fee to mitigate the removal or conversion of low cost lodging accommodations in the Coastal Zone of Santa Barbara, California.

METHODOLOGY

In conducting our analysis, we developed an estimate of the potentially required development costs for a 96-room economy lodging property in Santa Barbara. The source of information for the cost model was our actual experience with key variables in the Santa Barbara area and development statistics garnered from two chains that are actively developing this level of property in Southern California.

After developing an estimate of development costs, we applied our general knowledge of the Santa Barbara market, augmented by analysis of the operating results of a cross section of economy lodging properties, to develop estimates of income and expense for the property under consideration. We then applied appropriate capitalization rates and discount rates to the projected income stream to develop an estimate of potential value on completion of the subject property.

We then compared the potential development costs to the potential value to develop an estimate of the required subsidy.

- **Assumptions**

Our primary assumptions relative to development costs for the subject property are as follows:

▪ Density:	58-units per acre
▪ Land Cost:	$38.00 per square foot
▪ Site improvement costs:	$3.25 per square foot, excluding building pad
▪ Building square footage:	400 square feet per room
▪ Building costs:	$78.00 per square foot
▪ Indirect costs:	15% of building costs
▪ Furniture, fixtures and equipment:	$3,100 per room
▪ Financing costs:	$100,000

Our primary assumptions relative to operating income and expenses are as follows:

▪ Occupancy:	80% stabilized, 2-year build-up to stabilized occ.
▪ Average daily room rate:	$63 in 2001 dollars
▪ Telephone revenue:	$1.25 per occupied room
▪ Rentals and other income:	$1 per occupied room
▪ Rooms departmental expense:	$10 per occupied room
▪ Telephone expenses:	50% of departmental revenues
▪ Administrative and General expense:	$2,700 per available room
▪ Franchise fees:	5.5% of rooms revenue
▪ Marketing:	$800 per available room
▪ Property operations and maintenance:	$1,200 per available room
▪ Utility costs:	$1,000 per available room
▪ Management fees:	4.0% of total revenues
▪ Property taxes:	1.1% of value
▪ Insurance:	$150 per available room
▪ Reserves for replacements of FE&E	4.0% of total revenues

The estimates of occupancy and average daily room rates are based upon the experience of similar properties with which we are familiar in the Santa Barbara area. The estimates of all other revenues and other expenses are based upon an analysis of the operating results of three similar properties all located in California. A summary of estimated annual operating results for July 1, 2001 through December 31, 2010 for the subject property are appended to this letter.

Based upon our experience and applying our standard methodology for analyses of this type, we have applied a capitalization rate of 12.5 percent to the potential operating results of the subject property at the end of a theoretical ten-year holding period. We have also applied a 14.0 percent discount rate to the residual value and annual cash flows of the subject property to indicate the potential value of the property on completion of construction of $5,700,000.

These capitalization and discount rates are consistent with the assumption of an assumed mortgage equal to 65 percent of the cost of the property, at 9.5 percent interest, with the principal amortized over a 25-year term, and a required equity yield of 15 percent.

- **Development Costs**

Applying the development cost analysis as set forth above, indicates a potential development cost of $6,682,000, of which $2,731,000 is land and the balance of $3,951,000 or approximately $41,200 per room is the cost of building and improvements.

- **Required Subsidy**

As indicated previously, the potential value of the project on completion is approximately $5,700,000, which is $982,000 less than the development cost. This amount, $982,000, or

$10,229 per room is the amount of subsidy that would have to be provided to a potential developer to make economically feasible the development of the subject property.

We trust that this analysis is responsive to your request. Our analysis and report thereon are subject to the attached Statement of Assumptions and Limiting Conditions. Please feel free to call upon us if we can be of any further assistance in this matter.

Sincerely,

PKF Consulting

Bruce Baltin
Senior Vice President

STATEMENT OF ASSUMPTIONS AND LIMITING CONDITIONS

This report is made with the following assumptions and limiting conditions:

Economic and Social Trends - The consultant assumes no responsibility for economic, physical or demographic factors which may affect or alter the opinions in this report if said economic, physical or demographic factors were not present as of the date of the letter of transmittal accompanying this report. The consultant is not obligated to predict future political, economic or social trends.

Information Furnished by Others - In preparing this report, the consultant was required to rely on information furnished by other individuals or found in previously existing records and/or documents. Unless otherwise indicated, such information is presumed to be reliable. However, no warranty, either express or implied, is given by the consultant for the accuracy of such information and the consultant assumes no responsibility for information relied upon later found to have been inaccurate. The consultant reserves the right to make such adjustments to the analyses, opinions and conclusions set forth in this report as may be required by consideration of additional data or more reliable data that may become available.

Hidden Conditions - The consultant assumes no responsibility for hidden or unapparent conditions of the property, subsoil, ground water or structures that render the subject property more or less valuable. No responsibility is assumed for arranging for engineering, geologic or environmental studies that may be required to discover such hidden or unapparent conditions.

Hazardous Materials - The consultant has not been provided any information regarding the presence of any material or substance on or in any portion of the subject property or improvements thereon, which material or substance possesses or may possess toxic, hazardous and/or other harmful and/or dangerous characteristics. Unless otherwise stated in the report, the consultant did not become aware of the presence of any such material or substance during the consultant's inspection of the subject property. However, the consultant is not qualified to investigate or test for the presence of such materials or substances. The presence of such materials or substances may adversely affect the value of the subject property. The value estimated in this report is predicated on the assumption that no such material or substance is present on or in the subject property or in such proximity thereto that it would cause a loss in value. The consultant assumes no responsibility for the presence of any such substance or material on or in the subject property, nor for any expertise or engineering knowledge required to discover the presence of such substance or material. Unless otherwise stated, this report assumes the subject property is in compliance with all federal, state and local environmental laws, regulations and rules.

Zoning and Land Use - Unless otherwise stated, the projections were formulated assuming the hotel to be in full compliance with all applicable zoning and land use regulations and restrictions.

Licenses and Permits - Unless otherwise stated, the property is assumed to have all required licenses, permits, certificates, consents or other legislative and/or administrative authority from any local, state or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.

Engineering Survey - No engineering survey has been made by the consultant. Except as specifically stated, data relative to size and area of the subject property was taken from sources considered reliable and no encroachment of the subject property is considered to exist.

Subsurface Rights - No opinion is expressed as to the value of subsurface oil, gas or mineral rights or whether the property is subject to surface entry for the exploration or removal of such materials, except as is expressly stated.

Maps, Plats and Exhibits - Maps, plats and exhibits included in this report are for illustration only to serve as an aid in visualizing matters discussed within the report. They should not be considered as surveys or relied upon for any other purpose, nor should they be removed from, reproduced or used apart from the report.

STATEMENT OF ASSUMPTIONS AND LIMITING CONDITIONS
(continued)

Legal Matters - No opinion is intended to be expressed for matters which require legal expertise or specialized investigation or knowledge beyond that customarily employed by real estate consultants.

Right of Publication - Possession of this report, or a copy of it, does not carry with it the right of publication. Without the written consent of the consultant, this report may not be used for any purpose by any person other than the party to whom it is addressed. In any event, this report may be used only with proper written qualification and only in its entirety for its stated purpose.

Testimony in Court - Testimony or attendance in court or at any other hearing is not required by reason of rendering this appraisal, unless such arrangements are made a reasonable time in advance of said hearing. Further, unless otherwise indicated, separate arrangements shall be made concerning compensation for the consultant's time to prepare for and attend any such hearing.

Archeological Significance - No investigation has been made by the consultant and no information has been provided to the consultant regarding potential archeological significance of the subject property or any portion thereof. This report assumes no portion of the subject property has archeological significance.

Compliance with the American Disabilities Act - The Americans with Disabilities Act ("ADA") became effective January 26, 1992. We assumed that the property will be in direct compliance with the various detailed requirements of the ADA.

Definitions and Assumptions - The definitions and assumptions upon which our analyses, opinions and conclusions are based are set forth in appropriate sections of this report and are to be part of these general assumptions as if included here in their entirety.

Dissemination of Material - Neither all nor any part of the contents of this report shall be disseminated to the general public through advertising or sales media, public relations media, news media or other public means of communication without the prior written consent and approval of the consultant(s).

Distribution and Liability to Third Parties - The party for whom this report was prepared may distribute copies of this appraisal report only in its entirety to such third parties as may be selected by the party for whom this report was prepared; however, portions of this report shall not be given to third parties without our written consent. Liability to third parties will not be accepted.

Use in Offering Materials - This report, including all cash flow forecasts, market surveys and related data, conclusions, exhibits and supporting documentation, may not be reproduced or references made to the report or to PKF Consulting in any sale offering, prospectus, public or private placement memorandum, proxy statement or other document ("Offering Material") in connection with a merger, liquidation or other corporate transaction unless PKF Consulting has approved in writing the text of any such reference or reproduction prior to the distribution and filing thereof.

Limits to Liability - PKF Consulting cannot be held liable in any cause of action resulting in litigation for any dollar amount which exceeds the total fees collected from this individual engagement.

Legal Expenses - Any legal expenses incurred in defending or representing ourselves concerning this assignment will be the responsibility of the client.

Subject Name
Projected Operating Results
Calendar Years

	2001		2002		2003		2004		2005	
Number of Units:	48		96		96		96		96	
Annual Occupancy:	70.0%		75.0%		80.0%		80.0%		80.0%	
Average Daily Rate:	$63.00		$65.00		$66.75		$68.75		$71.00	
Revenue Per Available Room:	$44.10		$48.75		$53.40		$55.00		$56.80	
	Amount	Ratio	Amount	Ratio	Amount	Ratio	Amount	Ratio	Amount	Ratio
Revenues										
Rooms	$772,000	96.6%	$1,708,000	96.6%	$1,871,000	96.5%	$1,927,000	96.5%	$1,990,000	96.6%
Telecommunications	15,000	1.9%	34,000	1.9%	37,000	1.9%	38,000	1.9%	39,000	1.9%
Rentals and Other Income	12,000	1.5%	27,000	1.5%	30,000	1.5%	31,000	1.6%	32,000	1.6%
Total Revenues	799,000	100.0%	1,769,000	100.0%	1,938,000	100.0%	1,996,000	100.0%	2,061,000	100.0%
Departmental Expenses										
Rooms	131,000	17.0%	280,000	16.4%	297,000	15.9%	306,000	15.9%	315,000	15.8%
Telecommunications	8,000	53.3%	17,000	50.0%	19,000	51.4%	19,000	50.0%	20,000	51.3%
Total Departmental Expenses	139,000	17.4%	297,000	16.8%	316,000	16.3%	325,000	16.3%	335,000	16.3%
Departmental Profit	660,000	82.6%	1,472,000	83.2%	1,622,000	83.7%	1,671,000	83.7%	1,726,000	83.7%
Undistributed Expenses										
Administrative & General	130,000	16.3%	267,000	15.1%	275,000	14.2%	283,000	14.2%	292,000	14.2%
Marketing	38,000	4.8%	79,000	4.5%	81,000	4.2%	84,000	4.2%	86,000	4.2%
Franchise Fees	42,000	5.3%	94,000	5.3%	103,000	5.3%	106,000	5.3%	109,000	5.3%
Property Operation and Maintenance	58,000	7.3%	119,000	6.7%	122,000	6.3%	126,000	6.3%	130,000	6.3%
Utility Costs	48,000	6.0%	99,000	5.6%	102,000	5.3%	105,000	5.3%	108,000	5.2%
Total Undistributed Operating Expenses	316,000	39.5%	658,000	37.2%	683,000	35.2%	704,000	35.3%	725,000	35.2%
Gross Operating Profit	344,000	43.1%	814,000	46.0%	939,000	48.5%	967,000	48.4%	1,001,000	48.6%
Base Management Fee	32,000	4.0%	71,000	4.0%	78,000	4.0%	80,000	4.0%	82,000	4.0%
Fixed Expenses										
Property Taxes	31,000	3.9%	64,000	3.6%	65,000	3.4%	67,000	3.4%	68,000	3.3%
Insurance	7,000	0.9%	15,000	0.8%	15,000	0.8%	16,000	0.8%	16,000	0.8%
Total Fixed Expenses	38,000	4.8%	79,000	4.5%	80,000	4.1%	83,000	4.2%	84,000	4.1%
Net Operating Income	274,000	34.3%	664,000	37.5%	781,000	40.3%	804,000	40.3%	835,000	40.5%
FF&E Reserve	16,000	2.0%	53,000	3.0%	78,000	4.0%	80,000	4.0%	82,000	4.0%
Net Operating Income After Reserve	$258,000	32.3%	$611,000	34.5%	$703,000	36.3%	$724,000	36.3%	$753,000	36.5%

Source: ***PKF Consulting*** | Six Months of Operation

Subject Name
Projected Operating Results
Calendar Years

	2006		2007		2008		2009		2010	
Number of Units:	96		96		96		96		96	
Annual Occupancy:	80.0%		80.0%		80.0%		80.0%		80.0%	
Average Daily Rate:	$73.00		$75.25		$77.50		$79.75		$82.25	
Revenue Per Available Room:	$58.40		$60.20		$62.00		$63.80		$65.80	
	Amount	Ratio	Amount	Ratio	Amount	Ratio	Amount	Ratio	Amount	Ratio
Revenues										
Rooms	$2,046,000	96.6%	$2,109,000	96.6%	$2,172,000	96.6%	$2,235,000	96.5%	$2,305,000	96.5%
Telecommunications	41,000	1.9%	42,000	1.9%	43,000	1.9%	44,000	1.9%	46,000	1.9%
Rentals and Other Income	32,000	1.5%	33,000	1.5%	34,000	1.5%	36,000	1.6%	37,000	1.5%
Total Revenues	2,119,000	100.0%	2,184,000	100.0%	2,249,000	100.0%	2,315,000	100.0%	2,388,000	100.0%
Departmental Expenses										
Rooms	325,000	15.9%	335,000	15.9%	345,000	15.9%	355,000	15.9%	366,000	15.9%
Telecommunications	20,000	48.8%	21,000	50.0%	22,000	51.2%	22,000	50.0%	23,000	50.0%
Total Departmental Expenses	345,000	16.3%	356,000	16.3%	367,000	16.3%	377,000	16.3%	389,000	16.3%
Departmental Profit	1,774,000	83.7%	1,828,000	83.7%	1,882,000	83.7%	1,938,000	83.7%	1,999,000	83.7%
Undistributed Expenses										
Administrative & General	300,000	14.2%	309,000	14.1%	319,000	14.2%	328,000	14.2%	338,000	14.2%
Marketing	89,000	4.2%	92,000	4.2%	94,000	4.2%	97,000	4.2%	100,000	4.2%
Franchise Fees	113,000	5.3%	116,000	5.3%	119,000	5.3%	123,000	5.3%	127,000	5.3%
Property Operation and Maintenance	134,000	6.3%	138,000	6.3%	142,000	6.3%	146,000	6.3%	150,000	6.3%
Utility Costs	111,000	5.2%	115,000	5.3%	118,000	5.2%	122,000	5.3%	125,000	5.2%
Total Undistributed Operating Expenses	747,000	35.3%	770,000	35.3%	792,000	35.2%	816,000	35.2%	840,000	35.2%
Gross Operating Profit	1,027,000	48.5%	1,058,000	48.4%	1,090,000	48.5%	1,122,000	48.5%	1,159,000	48.5%
Base Management Fee	85,000	4.0%	87,000	4.0%	90,000	4.0%	93,000	4.0%	96,000	4.0%
Fixed Expenses										
Property Taxes	69,000	3.3%	71,000	3.3%	72,000	3.2%	73,000	3.2%	75,000	3.1%
Insurance	17,000	0.8%	17,000	0.8%	18,000	0.8%	18,000	0.8%	19,000	0.8%
Total Fixed Expenses	86,000	4.1%	88,000	4.0%	90,000	4.0%	91,000	3.9%	94,000	3.9%
Net Operating Income	856,000	40.4%	883,000	40.4%	910,000	40.5%	938,000	40.5%	969,000	40.6%
FF&E Reserve	85,000	4.0%	87,000	4.0%	90,000	4.0%	93,000	4.0%	96,000	4.0%
Net Operating Income After Reserve	$771,000	36.4%	$796,000	36.4%	$820,000	36.5%	$845,000	36.5%	$873,000	36.6%

Source: ***PKF Consulting***

WATERFRONT AREA NEW DEVELOPMENT EVALUATION MATRIX

+ Means: Creates a Positive Effect
- Means: Creates a Negative Effect
0 Means: Neither a Positive or Negative Effect

DIMENSIONS		PARAMETERS		
		PROTECTS	ENHANCES	RESTORES
OPENNESS	Building Density, Scale and Mass	0	0	0
	Functional Access	0	0	0
	Land Use Patterns	+	+	+
	Vegetation	+	+	+
LACK OF CONGESTION	Traffic Flow	0	0	0
	Parking	+	+	+
	Public Facilities Planning	+	+	+
	Land Use Patterns	+	+	+
NATURALNESS	Views	0	0	0
	Public Aesthetics	+	+	+
	Landscaping	+	+	+
	Adjacency	0	0	0
RHYTHM	Diversity	+	+	+
	Use Patterns	+	+	+
	Design Details	+	+	+

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EXHIBIT N

CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT
DRAFT MITIGATED NEGATIVE DECLARATION – ENV97-0452

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 Draft Mitigated Negative Declaration has been prepared for the following project:

PROJECT LOCATION: 20-120 State Street, 15 East Mason Street, 15 West Mason Street, 125 State Street, and the State Street right-of-way between the Mission Creek Bridge and the Union Pacific Railroad right-of-way.

PROJECT PROPONENT: Santa Barbara Beach Properties, L.P. and the Redevelopment Agency of the City of Santa Barbara

PROJECT DESCRIPTION: The proposed project involves the redevelopment of three major blocks of properties at the intersection of State Street and Mason Street with a total of 17,532 square feet of commercial retail uses and 81 vacation ownership units. The 81 vacation ownership units each have a lock-out unit, thereby providing for the possibility of a total of 162 transient lodging units. A total of 210 parking spaces are proposed, including a 145-space parking structure south of the railroad right-of-way between State Street and Helena Avenue. Public right-of-way alterations are also proposed, including a reconfiguration of on-street parking on Mason Street and Helena Avenue, a widening of the sidewalk and narrowing of the State Street roadway along the project frontage consistent with the State Street Plaza design north of U.S. Highway 101, and other alterations. These alterations are proposed in cooperation with the Redevelopment Agency, to allow for the consistent development of the portion State Street between the railroad right-of-way and Cabrillo Boulevard. A traffic signal is also proposed at the intersection of State Street and Mason Street. A 2,500 sq. ft. Visitor Information Center (VIC) is also proposed within the proposed project (in addition to the 17,532 sq. ft. of commercial uses) along State Street adjacent to the railroad tracks. The proposed VIC would provide its required parking within the surface parking lot previously approved for 125 State Street as part of the Coastal Development Permit for the Railroad Depot Improvement Project.

MITIGATED 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.

Debra A Andaloro
Environmental Analyst

May 5, 1999
Date

CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

SECOND REVISION TO INITIAL STUDY/ENVIRONMENTAL CHECKLIST ENV97-0452

PROJECT TITLE: Entrada de Santa Barbara Project (20-120 State Street, 15 East. Mason Street, 15 West Mason Street, 125 State Street), including Visitor Information Center and Lower State Street Alterations

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). The information, analysis and conclusions contained in this Initial Study are the basis for deciding whether a Negative Declaration (ND) or Mitigated Negative Declaration (MND) 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, this Initial Study will be used to focus the EIR on the effects determined to be potentially significant.

APPLICANTS/PROPERTY OWNERS NAME AND ADDRESS

Santa Barbara Beach Properties, L.P.
120 El Paseo
Santa Barbara, CA 93101
Contacts: Bill Levy or Bill Medel

Redevelopment Agency of the City of Santa Barbara
P.O. Box 1990
630 Garden Street
Santa Barbara, CA 93102-1990
Contact: Teri Harmon-Malinowski

PROJECT ADDRESS/LOCATION (See Vicinity Map, Exhibit 1)

20-120 State Street, 15 E. Mason Street, 15 W. Mason Street, 125 State Street, and the State Street right-of-way between the Mission Creek Bridge and the Union Pacific Railroad right-of-way.

BACKGROUND

In December 1998, an Initial Study for an earlier version of the proposed project had been completed. The December 1998 Initial Study concluded that the project, as proposed at that time, could have a potentially significant impact on aesthetics in that it could affect public scenic vistas, and could have a demonstrable negative aesthetic effect in that it may be substantially inconsistent with El Pueblo Viejo Guidelines and the visual guidelines/criteria of the Local Coastal Program. The Initial Study, therefore, concluded that further assessment of the aesthetic impacts of the proposed project in an Environmental Impact Report (EIR) would be required.

A Notice of Preparation of a Draft EIR was released on December 4, 1998, and a scoping hearing was held before the Planning Commission on December 17, 1998. During this hearing, the applicant presented additional visual simulations of the project and the Planning Commission provided staff with direction regarding policy concerns and mitigation for the potentially significant aesthetic impacts which included a redesign of the project to increase building setbacks, provide more variations in building heights, and provide façade variations along State Street and Mason Street frontages.

Following the scoping hearing, staff considered the additional information and direction provided at the hearing, and requested the applicant provide additional visual simulations from points along State Street. Based on the visual simulations presented by the applicant and comments received from the Planning Commission at the

December 17 scoping hearing, along with the additional visual simulations provided following the December 17 scoping hearing, staff maintained that the project continued to have a potentially significant impact on aesthetics. However, staff also concluded that the impact was partially offset by design features within the project, including landscaping, design amenities, undergrounding of utilities, and street alterations, and the impact could be mitigated to a less than significant level through design changes to enhance openness within the project area, including additional building setbacks and façade and height variations. The applicant subsequently agreed to the following mitigation measure (AES-1) which was included in a Revised Initial Study:

> *The project shall provide for additional building setbacks, height variations, and façade variations along the State Street and Mason Street frontages, as required by the Planning Commission and Historic Landmarks Commission, to allow for view protection and visual openness in the project area.*

A Revised Initial Study and Draft Mitigated Negative Declaration were released for public review from January 13, 1999 to February 11, 1999. Staff received numerous comments on the Revised Initial Study/Draft Mitigated Negative Declaration, both in writing and at the environmental hearing held on February 4, 1999. At the February 4 environmental hearing, staff informed the Planning Commission that mitigation measure AES-1 should be refined so that specific performance standards could be incorporated into the project to clearly demonstrate that impacts to aesthetics had been reduced to a less than significant level. Staff also noted that prior to adopting the Mitigated Negative Declaration and taking action on the project, compliance with this measure would need to be determined by the Planning Commission.

At the February 4 environmental hearing the Planning Commission provided extensive comments to the applicant on changes that would need to be incorporated into the design of the project in order to meet the intent of mitigation measure AES-1 and that said changes would need to be evident in order for the Planning Commission to make the necessary findings to adopt the Mitigated Negative Declaration.

In response to public comment and Planning Commission comments received at the February 4 environmental hearing, the project description/design were subsequently revised as summarized in a letter from B3 Architects, dated March 3, 1999.

On March 25, 1999, the Planning Commission held a public hearing on the project, including the environmental review. The Planning Commission acknowledged that the design changes were "moving the project in the right direction," relative to reducing the proposed project's aesthetic impacts. The Planning Commission provided the applicant with direction on additional changes that would need to be incorporated into the design of the project in order to meet the intent of mitigation measure AES-1 and that said changes would need to be evident in order for the Planning Commission to make the necessary findings to adopt the Mitigated Negative Declaration.

In response to public comment and Planning Commission comments received at the March 25 hearing, the project description/design were subsequently revised as summarized in a letter from B3 Architects, dated April 8, 1999.

On April 8, 1999, the Planning Commission continued its hearing on the project, including the environmental review. The purpose of this hearing was to review the latest project description/design changes submitted by the applicant. Again, the Planning Commission acknowledged that the design changes were "moving the project in the right direction," relative to reducing the proposed project's aesthetic impacts. The Planning Commission provided the applicant with direction on additional changes that would need to be incorporated into the design of the project in order to meet the intent of mitigation measure AES-1 and that said changes

would need to be evident in order for the Planning Commission to make the necessary findings to adopt the Mitigated Negative Declaration.

Two work sessions were then arranged between the applicant, the Planning Commission, and the Historic Landmarks Commission to further discuss design changes to the project with the goal of refining the proposed project's design to meet the intent of mitigation measure AES-1. The work sessions, held on April 14 and 22, 1999, resulted in further design revisions to the proposed project.

This Initial Study analyzes the proposed project as revised following the April 22 work session and described below under Project Description.

PROJECT DESCRIPTION (See Site Plan, Exhibit 2 and Project Statistics, Exhibit 3)

The proposed project consists of three components, described in detail below and summarized as the proposed Entrada de Santa Barbara private development project; the incorporation of the proposed Santa Barbara Visitor Information Center (VIC) into the Entrada de Santa Barbara project; and alterations to Lower State Street from the railroad right-of-way to the Mission Creek bridge.

1. Entrada de Santa Barbara

The proposed Entrada de Santa Barbara project consists of the redevelopment of three major blocks of properties at the intersection of State Street and Mason Street with a total of 17,532 sq. ft. of commercial retail uses, 81 vacation ownership units, and a 2500 sq. ft. Visitor Information Center. The 81 vacation ownership units each include a lock-out unit, thereby providing for the possibility of a total of 162 transient lodging units.

The three major blocks of property, or project sites, comprising the overall project site are identified as follows (see Site Map, Exhibit 4):

Site A: Southwest corner of State Street and Mason Street. Includes the existing Californian Hotel, adjacent property to the south on State Street, and adjacent property to the west at 15 West Mason Street.

Site B: Southeast corner of State Street and Mason Street. Includes existing Hot Spots building and Beach Rentals shop.

Site C: Northeast corner of State Street and Mason Street. Extends north to the railroad right of way. Includes existing auto detailing shops, Jansen Marine shop, and Paddle Sports shop.

Development of the individual sites is proposed as follows:

Site A: Rehabilitation of the existing four-story Californian Hotel to seismically upgrade the building and internally reconfigure the existing 96 hotel rooms into vacation ownership units. A three-story addition, (consisting of two wings) similar in architectural style to the Californian Hotel, is proposed on the property abutting the hotel to the south along State Street, currently occupied by a surface parking lot. The two wings are proposed to embrace a second-level courtyard consisting of a swimming pool, outdoor patio, and a snack bar/food service area. A total of 26 vacation ownership units, or 52 units including lock-out units, are proposed in these buildings. A total of 5,368 sq. ft. of commercial retail space is proposed for the ground level. Parking for 17 cars is proposed on this site. The parking on this site would be for the exclusive use of the vacation ownership units, and would be accessed off of Mason Street.

The development on Site A includes window openings directly along the western property line adjacent to the property at 15 West Mason Street, which are not permitted under Building Code requirements. These two lots will therefore be required to be merged at time of recordation of the final map for the proposed project. As a result of this merger, Site A will be directly adjacent to Mission Creek. The building at 15 West Mason Street will remain between the new development on Site A and Mission Creek. However, the building at 15 West Mason Street is being considered for demolition as part of the Mission Creek Improvement Project currently being developed by the Army Corps of Engineers. Removal of this building could leave an open space buffer between the Californian Hotel and Mission Creek.

Site B: Demolition of approximately 10,000 sq. ft. of existing one-story commercial buildings, and replacement with a mix of two- and three-story buildings containing 4,588 sq. ft. of ground-level commercial retail space, and 30 vacation ownership units, or 60 units including lock-out units. A public paseo is included through Site B, providing pedestrian connections from a 2,475 sq. ft. public plaza on State Street through the site to Mason Street and Helena Avenue,. The existing 2,600 sq. ft. Hot Spots building at 36 State Street is proposed to be incorporated into the proposed project design. Below-grade parking for 48 cars is provided on this site. The parking on this site would be for the exclusive use of the vacation ownership units and would be accessed off of Helena Avenue.

Site C: Demolition of approximately 10,000 sq. ft. of existing one-story commercial buildings, and replacement with a mix of one-, two- and three-story building containing 7,576 sq. ft. of ground-level commercial retail space and 25 vacation ownership units, or 50 units including lock-out units. An additional 2,500 sq. ft. is proposed for a Visitor Information Center (VIC) at the northerly portion of Site C along State Street adjacent to the railroad right-of-way, as discussed below. A 3,600 sq. ft. public plaza is proposed in front of the VIC building. A public paseo is included through Site C, providing pedestrian connections from a public 4,200 sq. ft. public plaza on State Street through the site to Mason Street and Helena Avenue. The façade of the existing 2,600 sq. ft. commercial building at 100 State Street, currently occupied by commercial uses including the Paddle Sports and Santa Barbara Resort Wear shops, is proposed to be incorporated into the proposed project design, as recommended by the Historic Landmarks Commission. A parking structure for 145 cars is provided on this site. The proposed parking structure would contain parking for the vacation ownership units and provide public parking. Access to the parking structure would be off of Helena Avenue.

The applicant also proposes to reconfigure existing on-street parking located on Mason Street and Helena Avenue. The existing on-street parking would be reconfigured from 90-degree angled spaces to parallel spaces. This reconfiguration would eliminate approximately ten on-street spaces, which are proposed to be provided within the surface parking lot approved for 125 State Street as part of the Coastal Development permit for the Railroad Depot Improvement project (for additional discussion, see the Transportation section of this Initial Study). In addition, a streetscape program is proposed for Mason Street and Helena Avenue, including landscaping, street furniture, and the installation of sidewalks.

2. Visitor Information Center

A maximum of 2,500 square feet on Site C is proposed for a Visitor Information Center (VIC) to be leased from the applicant to the Redevelopment Agency, who would sub-lease the facility to the Chamber of Commerce. This 2,500 sq. ft. facility is in addition to the 7,576 sq. ft. of commercial retail use proposed within Site C of the Entrada de Santa Barbara project and would be located along State Street at the northerly portion of Site C adjacent to the railroad right-of-way.

The proposed VIC will replace the existing facility located in the historic sandstone building at 11 Garden Street (at the corner of Cabrillo Boulevard). The proposed location is more central to visitor activities and

intended to draw visitors up State Street from the beach. The VIC was previously proposed directly across State Street from Site C at 125 State Street, in conjunction with a 22-space parking lot directly south of the Railroad Depot facility, currently undergoing renovation.

The VIC facility would include public restrooms and provide operating space for visitor services, including a hotel reservation service.

Required parking for the VIC would be provided within the surface parking lot previously approved for 125 State Street as part of the Coastal Development permit for the Railroad Depot Improvement Project (for additional discussion, see the Transportation section of this Initial Study).

3. Lower State Street Alterations

The proposed project includes a streetscape program for the intersection of State Street and Mason Street, including enhanced paving and landscaping, and a widening of the sidewalk along both sides of State Street, from the railroad right-of-way to the Mission Creek Bridge, consistent with the State Street Plaza design north of U.S. Highway 101. A traffic signal is also proposed at the intersection of State Street and Mason Street. Additional public right-of-way alterations include the narrowing of State Street to one lane of vehicular travel in each direction on State Street, and the delineation of exclusive right turn lanes from State Street onto Mason Street. These alterations are proposed in cooperation with the Redevelopment Agency, to allow for the consistent development of the portion State Street between the railroad right of way and Cabrillo Boulevard.

The proposed reconfiguration of the State Street right-of-way would occur between the railroad right-of-way and the Mission Creek bridge. At these two points, the right of way would transition back to its current configuration, so that southbound State Street below the Mission Creek bridge and northbound traffic above the railroad right-of-way would remain in the current four-lane configuration.

4. The discretionary actions required for the proposed project are:

a. A Development Plan to allow for the proposed non-residential development of approximately 132,000 sq. ft. for commercial and vacation-ownership use.

b. A Recommendation to the City Council to allow for a maximum of 2,500 sq. ft. of non-residential development to be permitted under the Community Priority category of City Charter Section 1508 (Measure E) for the proposed Visitor Information Center (SBMC §28.87.300);

c. A Transfer of Existing Development Rights, to allow for the internal transfer of existing development rights among the three proposed project sites, and an external transfer of existing development rights to the proposed project sites from property located at 100 West Carrillo Street (SBMC §28.95) (see TEDR Statistics, Exhibit 5);

d. A Tentative Subdivision Map for Sites A, B, and C, to allow for the creation of condominiums for vacation-ownership purposes (SBMC §27.07);

e. A Coastal Development Permit to allow for the proposed development within the appealable (Entrada Site A) and non-appealable (Entrada Sites B and C, including the Visitor Information Center) jurisdictions of the Coastal Zone, and the proposed State Street right-of-way alterations within the appealable jurisdiction of the Coastal Zone (SBMC §28.45.008);

f. A Modification to provide less than the 232 parking spaces required by code for the proposed Entrada de Santa Barbara project (SBMC §28.92.026 (A)(1));

g. A Modification to allow for encroachments into required building setbacks along State Street, Mason Street, and Helena Avenue (SBMC §28.92.026 (A)(2)); and,

h. A Modification to allow for interior alteration to the fourth floor of the existing Californian Hotel, a portion of an existing non-conforming building which exceeds the 45-foot height limit required by City Charter Section 1506 (SBMC §28.92.026 (A)(5)).

ENVIRONMENTAL SETTING

The proposed project site is located on a generally level coastal plain. The three sites which comprise the overall proposed Entrada de Santa Barbara project site are currently occupied by a mix of commercial uses and the 96-room Californian Hotel on the southwest corner of State Street and Mason Street (See Exhibit 6, List of Existing Uses). The commercial uses include a mix of retail, restaurant, and automotive repair uses.

State Street along the frontage of the proposed project sites is a four-lane roadway, with two lanes and a bike lane in each direction. A sidewalk, approximately 15 feet in width runs along both sides of this portion of State Street. Street trees are provided within this sidewalk area. A number of curb cuts exist along State Street for driveways serving existing uses on the proposed project site. Mason Street, along the frontage of the proposed project site, is striped for 28 spaces of 90-degree on-street parking. A sidewalk, approximately 10 feet in width runs along both sides of this portion of Mason Street. No street trees are provided along this portion of Mason Street. Helena Avenue is currently striped with 12 spaces of 90-degree on-street parking and provides no sidewalks along the frontage of the proposed project site. The proposed project sites do not include any significant topographic features or landscaping.

As a result of a required merger between the Californian Hotel parcel and the parcel addressed as 15 West Mason Street, Site A will be directly adjacent to Mission Creek. The building at 15 West Mason Street will remain between the development proposed on Site A and Mission Creek. However, the building at 15 West Mason Street is being considered for demolition as part of the Mission Creek Improvement Project currently being developed by the Army Corps of Engineers. Removal of this building is not anticipated to impact the proposed Site A development and could leave an open space buffer between the Californian Hotel and Mission Creek.

Portions of Mission Creek through this area of the city are channelized and usually dry from early summer to the beginning of the wet season, although surface water and the estuary water environment are present at this location during most of the year. The natural resources of the creek in this area have been highly modified. Only remnants of native vegetation exist in the creek and estuary, and the area adjacent to the creek consists of buildings, ornamental landscapes, parking lots and roads. Although the condition of this portion of Mission Creek is not pristine, biological surveys of this area have revealed different aquatic, reptile and bird species exist in the creek environment. The diversity of fish, birds and other species of wildlife vary according to the different types and conditions of habitats available. The inter-tidal estuary at the mouth of the creek adjacent to this site supports a variety of saltwater tolerant aquatic animals. The site has been identified with interpretive displays depicting the wide variety of species that are known to exist in the estuary.

Land uses surrounding the proposed project site include a mix of commercial retail uses to the north, south, and west, and a mix commercial, warehouse, and light industrial uses to the east, in the area generally known as the "funk zone."

PROPERTY CHARACTERISTICS

Assessor's Parcel Numbers:	Site A: 033-102-003, 004, 014 Site B: 033-111-001, 002, 003 Site C: 033-081-003, 004, 005, 010; 033-010-004	**General Plan Designation:**	Hotel and Related Commerce/Buffer
Zoning:	HRC-II/SD-3	**Parcel Sizes:**	Site A: 29,403 sf Site B: 32,510 sf Site C: 51,463 sf
Existing Land Use:	31,511 sf of retail development and a 33,004 sf 96-room hotel	**Proposed Land Use:**	17,532 sf of retail development, 81 vacation ownership units, and 2,500 sf VIC
Slope:	Less than five percent		
Surrounding Land Uses:			
North:	Commercial Retail		
South:	Commercial Retail		
East:	Mixed Commercial, Warehouse, Light Industrial		
West:	Commercial Retail		

PLANS AND POLICY DISCUSSION

The proposed project is subject to the provisions of the City's General Plan, Zoning Ordinance, and Local Coastal Plan, and the State Coastal Act. The proposed project site is located in Component Four (4) of the Local Coastal Plan. Component Four is bordered by U.S. Highway 101, Chapala Street, Cabrillo Boulevard, and Santa Barbara Street. Issues for this area, as covered in the General Plan and Local Coastal Plan, include the protection of the Mission Creek environment, the provision of safeguards from the hazards of flooding and the potential for liquefaction. In addition, the General Plan requires that projects located in this area consider visual quality, adequate circulation, public transit, and parking. The Local Coastal Plan also considers these issues, as well as the provision of visitor serving uses in the Waterfront area.

Zoning Ordinance Consistency: The project site and surrounding properties are zoned Hotel and Related Commerce HRC-II, which allows for a range of visitor serving-uses. The entire area around the project site, north to U.S. Highway 101, lies within the Coastal Overlay Zone (SD-3), which was established to ensure that all development in the Coastal Zone in the City is consistent with the Local Coastal Plan and the Coastal Act. The proposed project requires various City approvals, including Planning Commission approvals of a Coastal Development Permit, a Development Plan, a Tentative Subdivision Map, a Modification for building setbacks along State Street and Mason Street, a Modification to allow for an alteration to a non-conforming building, and a Modification to allow for less than code-required parking. Review of the Development Plan will determine the square footage allocation for the proposed project based on the limitations imposed under the City's 1989 General Plan Update and Charter Section 1508. In addition, the proposed project will also require design review approval by the Historic Landmarks Commission.

Santa Barbara Municipal Code Section 28.92.026 allows for modifications of yard regulations where the modification is consistent with the purposes and intent of the code, and is necessary to (i) secure an appropriate improvement on a lot, (ii) to prevent unreasonable hardship, and (iii) promote uniformity of improvement. The proposed yard modifications are potentially consistent with the purpose and intent of the code, based on the direction provided by the Planning Commission and Historic Landmarks Commission. This section also allows for modifications of parking requirements where the proposed modification is consistent with the purposes and intent of the code, and will not create an increase in demand for parking in the immediate area. As discussed in the Transportation Section of this Initial Study, the proposed project provides parking sufficient to meet its parking demand. Therefore, the proposed parking modification is potentially consistent with the purpose and intent of the code.

Mission Creek Environment: The project site is set back approximately 40 feet from the top of bank of Mission Creek, and no significant impacts to the creek are anticipated from the proposed project. Proposed Development on Site A is set back approximately 40 feet from the top of bank of Mission Creek. In addition, between the development proposed on Site A and Mission Creek is a building addressed as 15 West Mason Street. (for additional discussion, see the Biological Resources and Water Environment sections of this Initial Study).

Flooding/Liquefaction: As discussed in this Initial Study, the proposed project has been designed to meet local flood proofing and current building code standards and will not adversely affect the Mission Creek environment. The proposed project is built above the groundwater table to minimize impacts from liquefaction.

Visual Quality: The Coastal Act and the Local Coastal Plan contain an extensive discussion of policies related to visual resources. The Conservation Element City's General Plan also addresses this issue. These major provisions of these plans are discussed in the Aesthetics section of this Initial Study. Based on consensus from the Planning Commission and Historic Landmarks Commission, the proposed project is potentially consistent with the provisions of the Coastal Act, the Local Coastal Program, and the Conservation Element, relative to visual resources.

Circulation, Transit, And Parking: The proposed project contains a number of features designed to improve circulation within the project area, including the widening of the existing bike lanes on State Street from three to five feet and improvement of the State Street sidewalks consistent with the State Street Plaza north of Highway 101. The project site is also served by the Downtown/Waterfront Shuttle, with transit stops provided proposed within the right turn pockets on each side of State Street. As noted above, the proposed project would provide parking sufficient to meet its anticipated demand. These features are consistent with the provisions of the General Plan Circulation Element.

Visitor-Serving Uses: The proposed vacation ownership units, retail development, and Visitor Information Center would be visitor serving uses which are consistent with the City's adopted Local Coastal Plan and are allowed uses for the land use zoning designation in this commercial area. The proposed project has been designed to include variations in façade and height, open space elements, and adequate parking. The proposed project improves circulation with the removal of access to the project site from State Street.

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the proposed project in compliance with Public Resources Code §21081.6. the MMRP is attached herewith as Exhibit 7.

ENVIRONMENTAL CHECKLIST

The following checklist contains questions concerning potential changes to the environment that may result if the proposed 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. Could the project:		NO	YES Level of Significance
a)	Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?		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-b. SETTING: The proposed project site is located in Santa Barbara's Waterfront area and is visible from State Street and Stearns Wharf. The proposed project site is also visible from Cabrillo Boulevard, which although not a State-designated scenic highway, is generally considered to be a local scenic resource.

The three-acre Entrada de Santa Barbara project site is located in a commercial area which is occupied by retail and restaurant uses, the Californian Hotel along State Street, and auto repair uses along Helena Avenue and Mason Street. The site is generally open to the public and unscreened along State Street. The automotive uses along Mason Street and Helena Avenue are partially screened from public view.

ANALYSIS:

i. Summary: The current design of the proposed project is the result of extensive input from both the Planning Commission and the Historic Landmarks Commission, as discussed in the Background section of this Initial Study (Page 1). Both the Planning Commission and the Historic Landmarks Commission provided policy direction regarding consistency with the aesthetic impact criteria presented below. Staff acknowledges the positive support given to the current proposal and has evaluated the design issues associated with the proposed project as presented below. Therefore, while the project may have an adverse effect on existing aesthetic resources within the waterfront area by removing some mountain views, impacts to aesthetics, and views in particular, are anticipated to be less than significant.

ii. Analysis of Earlier Project Designs: A variety of tools were used to analyze earlier designs of the proposed project and aid in the identification of aesthetic issues and evaluation of visual impacts. These tools included site plans, elevations, photo and video simulations, and visits to the site to view the project area with and without story poles. These tools were used to identify the following major design issues during earlier reviews of the proposed project:

- Consistency with Local Coastal Program provisions regarding view protection.
- Consistency with Waterfront Area Aesthetic Criteria regarding openness, lack of congestion, naturalness, and rhythm.
- Appropriateness of size, bulk, and scale of the project relative to the surrounding area.
- Appropriateness of proposed setback modifications.

Throughout the review of earlier designs of the proposed project, the overall direction from the Planning Commission and Historic Landmarks Commission regarding project design relative to these issues has included the following:

- Preserve views of mountains through project.
- Provide a feeling of openness appropriate for the waterfront area.
- Reduce the overall scale of the project.
- Improve pedestrian access through the project.

iii. Proposed Project as Currently Designed: The applicant submitted the current proposal in response to the above direction from the Planning Commission and Historic Landmarks Commission. The major design changes in the current proposal, as compared to earlier designs, include the following:

- Overall reduction of parking structure height on Site C from four levels to two levels.
- Incorporation of the VIC into Site C. The viewing tower on Site C is no longer a project component.
- Provision of open plaza areas on Site C at the corner of State and Mason Streets and in front of the proposed VIC adjacent to the railroad right-of-way, and on Site B along State Street.

- Creation of view corridors through Site C from State Street towards the mountains and through Site B from State Street to Helena Avenue.

- Increased setbacks of buildings on Sites B and C along Mason Street to widen the view corridor to the mountains and reduce the "canyon effect" along Mason Street.

- Reduction of the height of buildings on Sites B and C along all of the street frontages and increasing the setback for second and third story buildings to provide for more of a "wedding cake" or "stair-step" effect.

Other components of the current project design which have not substantially changed from earlier project designs include the following:

- Substantial increase in building coverage on the overall project site from the existing 64,500 square feet of development to development of up to 224,000 square feet, including the proposed parking structure.

- The existing Californian Hotel would remain at its current four-story level, and the proposed new development on site A would maintain its proposed three-story configuration, including zero setbacks along State and Mason Streets.

- Portions of the proposed buildings encroach into the 20-foot setback along State Street and Mason Street required in the HRC-II zone.

- Design features which will enhance the visual resources of the area, including: undergrounding of utility poles and lines; additional landscaping; street improvements; preservation of historic buildings; and enhancement of the "gateway" view to the City from the Waterfront and Railroad Depot.

iv. Threshold of Significance for Aesthetic and Visual Resource Impacts: Given the subjective nature of visual assessments, it is difficult to have an objective, quantifiable threshold for determining the significance level of aesthetic and visual resource impacts. However, after review and consideration of various applicable City policies, standards, and regulations, a City standard has been established such that it is determined that a project could have a significant impact on aesthetic and visual resources if it will:

- Conflict with Municipal Code Chapter 22.22 as it relates to construction in the El Pueblo Viejo Landmarks District, and the related guidelines;

- Conflict with the applicable vista protection standards, scenic resource protection requirements, or design criteria of the City;

- Degrade or significantly interfere with existing visual quality of the project area;

- Strongly contrast with the surrounding environment through excessive bulk, signage, or architectural projections;

- Alter or obstruct existing public viewsheds from or across the project site, including scenic features associated with designated or potential scenic highways;

- Cause the removal of significant amounts of vegetation; loss of important open space; substantial alteration of natural character; lack of adequate landscaping; or extensive grading visible from public areas;

- Cause incompatibility with surrounding uses or structures due to project size, massing, density, or scale;

- Produce substantial light and/or glare which poses a hazard or substantial annoyance to adjacent land uses (sensitive receptors in particular);

- Reduce lighting in a particular area, thereby contributing to a public safety hazard;

- Be inconsistent with lighting ordinance, sign ordinance, etc.;

- Be inconsistent with LCP policies regarding visual resources; or

- Be inconsistent with the City of Santa Barbara Waterfront Area Design Guidelines and Waterfront Area Aesthetic Criteria for New Development Assessment.

The significance criteria outlined above are both subjective and qualitative in nature, and are therefore open to interpretation as to the point at which an impact becomes significant for purposes of environmental review. As such, environmental review of potential aesthetic and visual resource impacts must consider a balance of the policies outlined in the above criteria to set the threshold of significance for individual projects.

v. Analysis of Proposed Project as Currently Designed: In its analysis of the proposed project's aesthetic and visual resource impacts, staff reviewed direction from the Planning Commission and Historic Landmarks Commission on earlier project designs including the recent work sessions, and analyzed the site plans, elevations, View Corridor Study, and view profiles graphic[1] submitted for the proposed project. From this direction and information, staff concluded the project conformed to the aesthetic and visual resource significance criteria as follows:

- Conflict with Municipal Code Chapter 22.22 as it relates to construction in the El Pueblo Viejo Landmarks District, and the related guidelines: The HLC had given its general support of the project in 1998, with comments primarily on design details, such as façade variations and setbacks, which could be resolved following Planning Commission review of the proposed project. During the joint work sessions with the Planning Commission in April, 1999, the HLC was supportive of the current proposal, noting the proposal was consistent with the overall goals of the EPV area.

- Conflict with the applicable vista protection standards, scenic resource protection requirements, or design criteria of the City: The City has adopted several polices and requirements related to vista and scenic resource protection, including the following:

    - Local Coastal Plan Policy 9.1 (part): The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced.

[1] The information from the view profiles graphic allows for mountain views to be calculated from any point within the proposed project

- General Plan Conservation Element Policy 3.0: New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.

In addition, view preservation was identified as an important concern in Theme 1A of the Downtown/Waterfront Visioning Report, which stated as a goal that, "The beautiful vistas and sweeping views of the ocean and mountains are maintained."

The Planning Commission and Historic Landmarks Commission generally agreed that buildings on Sites B and C could cause some blockage of mountain views if view corridors through these sites are maintained and directed that the design "capture" mountain views. The applicant responded to this direction by increasing setbacks of buildings on Sites B and C along Mason Street to widen the view corridor towards the mountains to the east; lowering the parking structure and providing a view corridor through Site C towards the mountains to the north from the corner of State and Mason Streets.

The applicant provided a View Corridor Study of the project and graphical representations of view profiles through the project (Exhibit 8). In particular, the View Corridor Study indicates that the current project design provides opportunities for mountain views from most points on the west side of State Street and many points on the east side of State Street from the South property lines of Site A and B to the railroad right-of-way. These mountain views are "framed" views as seen by looking through the project's plazas and paseos, and looking east along Mason Street and north along State Street (see Exhibit 9, View Corridor- State at Mason perspective, and State Street Elevation of Areas B and C). A section view looking north through the plaza at the corner of State and Mason Streets on Site C indicates that the upper 25 percent of Gibraltar Peak would be visible through this view corridor.

Previously submitted photo simulations of an earlier design versions of the proposed project taken from the Dolphin Fountain, East Cabrillo Blvd., and Eladio's, all indicate that views of the mountains would be maintained from these points (Exhibit 10). Since these photo simulations were developed, the proposed project has been redesigned to reduce its size, bulk, and scale. These photo simulations therefore represent a "worst-case" scenario of the proposed project's impacts on mountain views and indicate that mountain views are maintained from these three vantage points.

Therefore, based on the Planning Commission's and HLC's general support of the proposed project relative to view preservation and the analysis provided above, the proposed project appears to be potentially consistent with view protection polices of the City and is not anticipated to result in a significant impact to mountain views.

- Consistency with design criteria is discussed above under Conflict with Municipal Code Chapter 22.22 as it relates to construction in the El Pueblo Viejo Landmarks District, and the related guidelines and below under Be inconsistent with the City of Santa Barbara Waterfront Area Design Guidelines and Waterfront Area Aesthetic Criteria for New Development Assessment

- Degrade or significantly interfere with existing visual quality of the project area: Visual quality is discussed above under Conflict with the applicable vista protection standards, scenic resource protection requirements, or design criteria of the City.

- Strongly contrast with the surrounding environment through excessive bulk, signage, or architectural projections: The Planning Commission and HLC found the size, bulk, and scale of the proposed project to be generally acceptable, based on the reduction of the overall scale of the buildings on Sites B and C, and the provision of public plazas and paseos on sites B and C. Relative to signage, the proposed project will be required to comply with the City's Sign Ordinance.

- Alter or obstruct existing public viewsheds from or across the project site, including scenic features associated with designated or potential scenic highways: The proposed project's view effects are discussed above under Conflict with the applicable vista protection standards, scenic resource protection requirements, or design criteria of the City.

- Cause the removal of significant amounts of vegetation; loss of important open space; substantial alteration of natural character; lack of adequate landscaping; or extensive grading visible from public areas: The project site is currently developed with various commercial and open yard uses, and minimal landscaping. Development of the proposed project will not result in significant alteration to natural features as none exist. In addition, grading associated with the project will not be visible. The proposed project will result in an improvement to the aesthetics of the area by providing high quality architectural design and new landscaping improvements.

- Cause incompatibility with surrounding uses or structures due to project size, massing, density, or scale: The Planning Commission and Historic Landmarks Commission found the size, bulk, and scale of the proposed project to be generally acceptable.

- Produce substantial light and/or glare which poses a hazard or substantial annoyance to adjacent land uses (sensitive receptors in particular): As discussed in item 1c below, the project is required to comply with the City's Outdoor Lighting Ordinance.

- Reduce lighting in a particular area, thereby contributing to a public safety hazard: The project is anticipated to provide lighting for the project similar to that of other uses in the area and at a level to protect public safety, and as discussed in item 1c below, the project is required to comply with the City's Outdoor Lighting Ordinance.

- Be inconsistent with lighting ordinance, sign ordinance, etc.: As discussed in item 1c below, the project is required to comply with the City's Outdoor Lighting Ordinance. The project will also be required to comply with the City's Sign Ordinance.

- Be inconsistent with LCP policies regarding visual resources, and Be inconsistent with the City of Santa Barbara Waterfront Area Design Guidelines and Waterfront Area Aesthetic Criteria for New Development Assessment: The project site is located in component four of the City's Coastal Land Use Plan (LUP). This component extends from Chapala Street to Santa Barbara Street. The LUP recognizes that much of this component is undeveloped or inappropriately developed. New development must include "thoughtful consideration for the effects development will have on the scenic and visual qualities of this coastal area."

The LUP identifies the following as local issues concerning visual resources:

- potential view blockage by new development,
- inappropriate and poorly maintained development, and
- upgrade of unattractive areas.

The relevant visual resources policies include:

- Policy 9.1: The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced. This may be accomplished by one or more of the following:

    a. Acquisition of land for parks and open space;
    b. Requiring view easements or corridors in new developments;
    c. Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development;
    d. Developing a system to evaluate view impairment of new development in the review process.

- Policy 9.2: A special design district in the waterfront area..., shall have area-wide architecture design standards developed by the ABR [and HLC] for their use in their design review of new development.

Waterfront Area Design Guidelines were developed and are utilized in review of projects by both the Architectural Board of Review and the Historic Landmarks Commission. The Waterfront Area Design Guidelines include both area wide guidelines and guidelines for specific zoning districts. The area-wide guidelines contain provisions for intensity of development, landscaping, views/viewshed, El Pueblo Viejo - Landmarks District, parking lots, paseos, buffer, equipment, trash areas, lighting, and signage.

To implement LUP Policy 9.1, the Guidelines state that the vistas of the ocean, harbor, and mountains from State Street, Cabrillo Boulevard, and Garden Street, must be carefully considered, maintained and where feasible, enhanced.

Maintaining appropriate building setbacks, providing view corridors, incorporating existing skyline trees and avoiding bulky, massive structures can protect and enhance these vistas.

Relative to maintaining appropriate building setbacks, the proposed addition to the Californian Hotel would follow the zero-setback configuration of the existing hotel building. Of the approximately 20,800 sq. ft. of new building area on Site A (including covered parking), a total of 2,523 sq. ft., or 12 percent of this area would be located within the required 20-foot building setback.

The buildings on Site B and C are designed in a stair-step configuration along State Street, in which the first level of the buildings are set back ten feet from the property line, and the upper levels are set back a minimum of twenty feet. Open arcade structures are proposed to extend to the property lines. Building setbacks along Mason Street and Helena Avenue vary from approximately five to fifteen feet.

Of the approximately 56,400 sq. ft. of new building area on Site B (including parking), a total of 7,154 sq. ft., or 13 percent, would be located within the required 20-foot setback. Of the approximately 104,000 sq. ft. of new building area on Site C (including parking), approximately 12,642 sq. ft., or 12 percent, would be located within the required 20-foot setback.

The justification for the proposed setback modifications for Site A is that the setback line follows the existing building frontage. The justification for the proposed setback modifications for Sites B and C is that the proposed project is dedicating three public plaza areas along State Street, in addition to public paseos through these project sites, as outlined in the project description. A comparison of the approximate amount of setback encroachments and plaza and paseo areas is as follows (see Exhibit 11 for detailed setback statistics):

	Area of setback encroachment	Area of public plaza/paseo area
Site A	2,523 sq. ft.	0
Site B	7,145 sq. ft.	11,997 sq. ft.
Site C	12,642 sq. ft.	12,669 sq. ft.
TOTALS	22,310 sq. ft.	24,666 sq. ft.

The Planning Commission and HLC were supportive of the concept of a trade-off of the proposed setback encroachments in exchange for the provision of on-site public open space. Both commissions agreed that a variation in setbacks on the project site would be appropriate for this project.

The proposed project's view effects and view corridors are discussed above under Conflict with the applicable vista protection standards, scenic resource protection requirements, or design criteria of the City.

No existing skyline trees exist on the proposed project site.

In order to address mass and bulk of buildings, the Guidelines refer the Historic Landmarks Commission to LUP Policy 12.2 in determining the appropriate intensity of development, as follows:

> Policy 12.2 New developments within the City's Waterfront Area shall be evaluated as to a project's impact upon the area's:
>
> a. Openness;
> b. Lack of Congestion;
> c. Naturalness; and,
> d. Rhythm.

The proposed project was reviewed for consistency with these criteria (defined in Exhibit 12) using the matrix outlined in Exhibit 13. The project was found to create positive effects as follows:

- Openness: Improvements to land use patterns and vegetation through incorporation of paseos and landscaping.

- Lack of Congestion: Improvements to public facilities planning and land use patterns through proposed right of way improvements and mixed use development.

- Naturalness: Improvements to public aesthetics and landscaping though building and roadway design features.

- Rhythm: Improvements to the project area in use patterns and design details through mixed use development and variations in building facades as recommended by the Historic Landmarks Commission.

As discussed earlier, the Planning Commission and Historic Landmarks Commission were generally supportive of the current proposal, acknowledging the provision of open plaza areas, paseos, and the preservation of view corridors though the project. Based on this consensus, the proposed project appears to be potentially consistent with Local Coastal Plans and Polices regarding visual resources, including the Waterfront Area Aesthetic Criteria.

1c. While the proposed project will provide additional lighting to the area, no significant impacts are anticipated. The proposed project is anticipated to provide lighting in a manner similar to that provided by surrounding land uses, and will be required to be in compliance with the SBMC Section 22.75, the City's Outdoor Lighting and Design Ordinance.

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

Discussion:

2a,b. SETTING: 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 non-attainment of the CAAQS. An area is in non-attainment for a pollutant if the applicable CAAQS for that pollutant has been exceeded more than once in three years.

For environmental review purposes, the City of Santa Barbara utilizes CAAQS, as these standards are more stringent than the NAAQS. Presently, the County of Santa Barbara is in non-attainment with

CAAQS for ozone (O_3) and particulate matter (PM_{10}). 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.

The City of Santa Barbara uses the Santa Barbara 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_x (ozone is formed in the atmosphere through a series of photochemical reactions involving oxides of nitrogen [NO_x] and reactive organic compounds [ROC], referred to as ozone precursors, and sunlight occurring over a period of several hours), 80 pounds per day for PM_{10} (sources of PM_{10} include mineral quarries, grading demolition, agricultural tilling, road dust, and vehicle exhaust). For CO, the significance threshold may be triggered if the proposed project contributes more than 800 peak hour trips to an individual intersection; and

- emit less than 25 pounds per day of ROC or NO_x 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.

ANALYSIS: The proposed project is not anticipated to have a significant long-term air quality impact, however, short term impacts due to project construction are potentially significant, but avoidable with the incorporation of standard dust control mitigation measures.

Short-Term (Construction) Impacts: The proposed project would involve grading, paving, and landscaping activities which could cause localized dust related impacts resulting in increases in particulate matter (PM_{10}). Dust-related impacts are considered potentially significant, but mitigable with the application of standard dust control mitigation measures.

Construction equipment would also emit NO_x and ROC. However, in order for NO_x and ROC emissions from construction equipment to be considered a significant environmental impact, a proposed project would need to be considered a major project involving extensive use of construction equipment over a long period of time. Based on the size of the proposed project, emissions of NO_x and ROC are anticipated to be less than significant.

Long-Term (Operational Emissions) Impacts: Long-term project emissions primarily stem from motor vehicles associated with the proposed project and from stationary sources which may require permits from the APCD. The proposed project will include commercial uses that are not anticipated to include any substantial stationary sources which require permits from APCD. If stationary sources do locate within the proposed project, they will require appropriate permits from the APCD to mitigate potential impacts to a less than significant level. In addition, the proposed project will result in a net reduction of 1130 average daily weekday trips (ADTs) and 91 p.m. weekday peak hour trips. Because the proposed

project will generate fewer peak hour trips to existing congested intersections, CO impacts are considered less than significant.

Utilizing the URBEMIS7G computer model, it is estimated that the proposed project will generate 78 pounds per day of NO_x and 107 pounds per day of ROC (Exhibit 14). The existing uses generate an estimated 127 pounds per day of NO_x and 151 pounds per day of ROC. The proposed project is therefore anticipated to create a net decease in emissions of 49 pounds per day of NO_x and 44 pounds per day of ROC. Therefore, the proposed project is anticipated to have a less than significant long-term effect on the environment relative to air quality.

2.b. SETTING: 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. Stationary sources and PM_{10} are of concern to sensitive receptors.

ANALYSIS: 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 is not anticipated to contain any substantial stationary sources. However, the proposed project will generate PM_{10} which will be reduced to a less than significant level through application of dust control mitigation measures. The insignificant amounts of these pollutants are anticipated to result in an insignificant exposure of sensitive receptors to pollutants.

2c. The proposed commercial space may include restaurants, which have the potential to create objectionable odors if ventilation is not properly controlled. Implementation of an approved Odor and Smoke Abatement Plan for any proposed restaurant use, approved by both the City and the Santa Barbara County Air Pollution Control District (APCD) would reduce potential impacts to a level below significance.

Consistency with the Clean Air Plan: Consistency with land use and population forecasts in local and regional plans, including 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 proposed 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.

The proposed project was accounted for in 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. 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.

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

AQ-6 The applicant shall prepare an Odor and Smoke Abatement Plan, to be approved by both the City and the County Air Pollution Control District (APCD) prior to the issuance of a building permit for any restaurant use within the project.

Residual Impact: Implementation of the above mitigation measures would reduce the potentially significant effects of dust generation during construction and odor and smoke control during project operation to a less than significant level.

3. BIOLOGICAL RESOURCES. Could the project result in impacts to:		NO	YES Level of Significance
a)	Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	✓	
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. The proposed project is proposed in an urban area, on a site currently occupied by commercial and hotel uses. The City's MEA does not identify the site as containing any significant biotic communities. The MEA delineates the proposed project site as Urban. No known endangered, threatened or rare species or their habitats would be affected.

As a result of a required merger between the Californian Hotel parcel and the parcel addressed as 15 West Mason Street, Site A will be directly adjacent to Mission Creek. The building at 15 West Mason Street will remain between the development proposed on Site A and Mission Creek. However, the building at 15 West Mason Street is being considered for demolition as part of the Mission Creek Improvement Project currently being developed by the Army Corps of Engineers. Removal of this building is not anticipated to impact the proposed Site A development and could leave an open space buffer between the Californian Hotel and Mission Creek.

Portions of Mission Creek through this area of the city are channelized and usually dry from early summer to the beginning of the wet season, although surface water and the estuary water environment are present at this location during most of the year. The natural resources of the creek in this area have been highly modified. Only remnants of native vegetation exist in the creek and estuary, and the area adjacent to the creek consists of buildings, ornamental landscapes, parking lots and roads. Although the condition of this portion of Mission Creek is not pristine, biological surveys of this area have revealed different aquatic, reptile and bird species exist in the creek environment. The diversity of fish, birds and other species of wildlife vary according to the different types and conditions of habitats available. The inter-tidal estuary at the mouth of the creek adjacent to this site supports a variety of saltwater tolerant aquatic animals. The site has been identified with interpretive displays depicting the wide variety of species that are known to exist in the estuary.

The issue of the impacts of the proposed project relative to the proposed alterations to Mission Creek is speculative at this time, given the uncertainty of the ultimate plans for alterations to Mission Creek. The speculative nature of the proposed alterations precluded further analysis in the Initial Study (ref. CEQA Section 15145).

As discussed in the Water Environment Section of this Initial Study, drainage from the proposed project site will ultimately be directed into existing catch basins which ultimately release runoff into Mission Creek, and that drainage from the proposed project site is recommended to undergo pre-treatment prior to entering the storm drain system (Mitigation Measure WTR-1).

3b. No impacts to locally designated historic, Landmark, or specimen trees will occur as a result of the proposed project, as no such resources exist on the proposed project site. A number of new trees would be planted on the project site as indicated on the preliminary landscape plans for the proposed project.

3c-d. No impacts to natural communities or wetland habitat are anticipated to occur. The only significant natural feature in the vicinity of the proposed project site is Mission Creek, located west of the of the existing Californian Hotel (Site A). As discussed in the Water Environment Section of this Initial Study, drainage from the proposed project site will ultimately be directed into existing catch basins which ultimately release runoff into Mission Creek, and that drainage from the proposed project site is recommended to undergo pre-treatment prior to entering the storm drain system (Mitigation Measure WTR-1).

3e. The proposed project site use by wildlife is limited due to its central urban location and its close proximity to coastal and recreational uses. The project is located in close proximity (40 feet) to a riparian corridor along Mission Creek. However, as discussed above in Items 3a and 3c-d, the project is not anticipated to impact this riparian corridor. No impacts to wildlife dispersal and migration corridors are anticipated.

4. CULTURAL RESOURCES. Could the project:		NO	YES Level of Significance
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. Impacts to archaeological impacts are anticipated to be potentially significant, but avoidable through the incorporation of mitigation measures outlined in the Phase 1 study of archaeological resources prepared for the proposed project by Heather Macfarlane (dated June 10, 1997). The City's Master Environmental Assessment (MEA) indicates that the proposed project site is located in an area of prehistoric and Native American resources, 1870's settlement and outliers, and 20th century settlement and outliers. The Phase 1 study was accepted by the Historic Landmarks Commission (HLC) on October 15, 1998. The study concluded that the proposed project site appears to be in close proximity to two documented Chumash Villages, however, no significant prehistoric or historic remains were identified within the survey area for the proposed project. Given the proximity of the site to these villages, the Phase 1 study outlined mitigation measures requiring archeological monitoring during project grading and construction operations.

4b. Impacts to historic structures are anticipated to be less than significant, since historically important buildings identified by the HLC have been incorporated into the proposed project design. A Preliminary Significance Assessment (Exhibit 15) was prepared by Preservation Planning Associates in May 1997 for the buildings on the subject properties, identified as 22, 35, 36, 100, 118, and 120 State Street, and 15 West Mason Street. This assessment identified the existing structures at 35 State Street (Californian Hotel), 36 State Street (former Hitchcock Motors building, current Hot Spots building), 100 State Street (Paddle Sports building) and 15 West Mason Street (one story building behind the Californian Hotel) as potentially significant, thereby requiring further significance assessment in a Phase 1 and 2 study.

A Phase 1 and 2 study was prepared for these buildings (except 100 State Street) by Alexandra Cole in September 1997 (Exhibit 16). The buildings at 35 and 36 State Street were identified as meeting elements of the significance criteria identified in the City's Master Environmental Assessment (MEA), and the building at 15 West Mason Street, designated as a Structure of Merit in 1988, did not meet the significance criteria. This study was accepted by the HLC on October 15, 1997.

A separate Phase 1 and 2 study for 100 State Street was prepared by Alexandra Cole in November 1997 (Exhibit 17). This study noted that the building was eligible for designation as a Structure of Merit because of the prominence of the architect, Alexander D'Alfonso. The study recommended a mitigation measure that the building be documented per the HLC standards prior to demolition. The HLC accepted this report on December 10, 1997, but disagreed with the findings, believing that the building did have a greater architectural and historic significance than that which was identified in the report. The HLC disagreed with the proposed mitigation and recommended that the building be preserved or that the applicant explore other mitigation options.

On July 8, 1998 The HLC reviewed additional documentation of this building, prepared by Alexandra Cole in June 1998 (Exhibit 18). The HLC concluded that the building did have historic significance, and required that the applicant document the existing building per HLC standards, incorporate the façade of the building into the proposed project, and work with owners of other buildings designed by the same architect to assist in designating these other buildings as Landmarks.

The applicant has incorporated the buildings at 36 State Street and 100 State Street into the proposed project design, as requested by the HLC. The Californian Hotel at 35 State Street will maintain its overall appearance, with minor architectural enhancements and upgrades. The building at 15 West Mason Street will not be affected by the proposed project.

4c. The proposed project is not expected to have the potential to cause a physical change which would affect ethnic cultural values or restrict religious uses. There are no resources on the subject property that were constructed by a religious institution or ethnic group, and no resources on the subject property are presently owned or utilized by a religious institution or ethnic group. As a result, no significant impacts are expected to result from this project to affect cultural values or restrict religious uses.

Mitigation Measure(s):

CR-1 The existing buildings at 35, 36, and 100 State Street shall be documented for the City's Historical archives, pursuant to the City's standards as outlined in the Community Development Department document entitled "Required Documentation Prior to Demolition" prior to issuance of a building permit for demolition or alteration of the subject buildings.

CR-2 The Owner shall complete the following prior to the issuance of building permits

a. Contract with a City-approved archaeologist 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 Heather Macfarlane, dated June 10, 1997 (revised August 10, 1997). The contract shall establish a schedule for monitoring and a report to the City Environmental Analyst on the findings of the monitoring. The Contract shall be subject to the review and approval of the Environmental Analyst.

b. The following information shall be specified on the construction plans submitted for building permits:

1. If any archaeological artifacts, exotic rock (non-native) or unusual amounts of shell or bone are uncovered during any on-site grading, trenching or construction activities, all work must stop immediately in the area and a City-approved archaeologist retained to

evaluate the deposit. The City of Santa Barbara Environmental Analyst must also be contacted for review of the archaeological find(s).

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.

2. Schedule for the City-approved archaeologist's presence during grading and/or construction activities which disturb the area described above. The archaeologist's monitoring shall include the following provisions:

   i. Any soils disturbance during site preparation, grading (cut and fill), earthquake retrofit, foundation, and/or utilities trenching in the project area be monitored by the City-approved archeologist during these activities. For those areas in which the locations of potentially important historic and prehistoric archeological remains are anticipated to occur based on the results of the Phase 1 survey, an extended Phase 1 survey shall be completed consisting of limited backhoe trenching or shovel test pits (STPs) be conducted prior to the construction phase of work in order to identify and document those resources and determine whether additional Phase 2 evaluation is required.

   ii. 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 the findings are potentially significant, a Phase 3 recovery program shall be prepared and accepted by the Environmental Analyst and the Historic Landmarks Commission. That portion of the Phase 3 program which requires work on-site shall be completed prior to continuing construction in the affected area.

   iii. If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted and shall remain present during all further subsurface disturbance in the area of the find.

c. Prior to issuance of the Certificate of Occupancy (Final Inspection), the owner of the Real Property shall complete the following:

   1. A final report on the results of the archaeological monitoring shall be submitted to the Environmental Analyst within 180 days of completion of the monitoring or prior to the issuance of the Certificate of Occupancy (Final Inspection), whichever is earlier.

Residual Impact: Implementation of measures CR-1 and CR-2 would reduce project impacts to cultural resources to a less than significant level.

5. GEOPHYSICAL. Could the project result in or expose people to:		NO	YES
			Level of Significance
a)	Seismicity: fault rupture?		Less Than Significant
b)	Seismicity: ground shaking or liquefaction?		Less Than Significant
c)	Seismicity: seiche or tsunami?		Less Than Significant
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-b. Impacts from fault rupture and liquefaction/ground shaking are anticipated to be less than significant. According to the City's MEA, the proposed project site is located in an area where low to moderate damage to 1-3 story structures and moderate damage to larger structures would occur during a seismic event. The MEA also indicated that the proposed project site is located in an area of conditional to high liquefaction potential. A Soils Investigation, prepared by Martin Northart and Spencer, dated June 19, 1997 (Exhibit 19) outlined recommendations for grading and construction to meet the requirements of the Uniform Building Code and minimize potential project damage from these soil and geologic conditions. With implementation of current building codes and the recommendations of the soils report, impacts from fault rupture and liquefaction/ground shaking are anticipated to be less than significant.

5c. No significant impacts relative to tsunamis or seiches are expected to occur as a result of the proposed project.

SETTING: Tsunamis or seismic sea waves are large ocean waves generated by a vertical displacement of the ocean floor, usually by a large earthquake. The City's Seismic Safety/Safety Element indicates that tsunamis are very low frequency events in the Santa Barbara area. Two tsunamis have occurred in the past 185 years and only one of those, in 1812, had the potential to cause significant damage. A seiche is a seismically induced oscillation of a landlocked body of water. The closest body of water which could be subject to a seiche is the Santa Barbara Harbor, which is downstream from the proposed project site. Damage occurs when these bodies of water overtop their containment and inundate properties and structures downstream.

ANALYSIS: The MEA indicates that the proposed project site is an area of tsunami run up. Present construction codes minimize the possibility of tsunami and flood damage to the maximum degree possible. The approach the City has taken in planning for such events is to protect lives rather than property. The City's Natural Disaster Plan and Disaster Contingency Plan contain warning and evacuation procedures for potential tsunamis. Periodic simulations are conducted by the City and other agencies involved in responding to such a disaster. Sufficient access exists to and from the proposed project site for purposes of evacuation. In addition, as no known landlocked bodies of water are

currently present near or upstream from the proposed project site, the potential for an adverse impact from a seiche event is low.

5d.-f. The City's MEA indicates that the proposed project site is not located in area with high potential for landslides or mudslides, subsidence of land or expansive soils.

5g. The proposed site is relatively level, with less than one percent change in grade across the proposed project site. Grading would be limited to excavation for subterranean parking garages and filling necessary to raise finish floor elevations of structures above the 100-year flood level. Impacts would be less than significant.

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)?		Less than Significant
b)	The creation of any health hazard or potential health hazards?		Significant, avoidable
c)	Exposure of people to existing sources of potential health hazards?		Significant, avoidable
d)	Increased fire hazard in areas with flammable brush, grass, or trees?	✓	

Discussion:

6a,b. Impacts from hazardous materials associated with the proposed uses are anticipated to be less than significant. Impacts from potential accidents associated with the adjacent railroad right of way are anticipated to be significant, but avoidable through proposed mitigation measures.

The proposed uses for the commercial portion of the proposed project are unknown at this time, therefore the storage or use of significant quantities of hazardous materials is not known. Given the range of visitor-serving uses in the area, and the inclusion of vacation ownership units within the proposed project, commercial uses requiring the storage or use of significant amounts of hazardous materials is unlikely. In the event that future tenants require the storage or use of significant amounts of hazardous materials, the storage and/or use of such materials is subject to applicable fire codes to mitigate potential impacts to a less than significant level.

The parking structure on Site C is located adjacent to the existing Union Pacific Railroad right-of-way. The potential therefore exists for a train derailment or vehicular collision which could affect the proposed project. As discussed in the Final Environmental Impact Report for the Waterfront Hotel and Youth Hostel Project (State Clearinghouse No. 92091038), the terrain in the project area is level, the tracks are relatively straight for several miles through the area, and train speeds tend to be slow throughout the area. In addition, the closest vacation ownership units to the railroad tracks are 60 feet to the nearest track. The potential impacts from a derailment or collision are therefore greatly diminished

by these conditions. However, the Waterfront Hotel EIR identified derailment from a collision as a potentially significant impact based on a number of specific risk factors, therefore mitigation measures from that EIR have been incorporated into this initial study to mitigate impacts to a less than significant level.

6c. Hazards from Existing Buildings: The proposed project would involve demolition and rehabilitation of existing buildings on the proposed project site. Building materials may contain hazardous materials that could be released during such demolition or rehabilitaion activities. These materials include asbestos, polychlorinated biphenyls (PCBs), lead in paints and plumbing, and mercury from old lighting fixtures. In addition, dusts containing heavy metals can also be present.

A survey of the existing buildings has not yet been completed to determine the type and amount of hazardous materials that may be present in the buildings to be demolished or renovated. Given the age of the structures, hazardous materials may be present in the building materials or within the buildings on the proposed project site. Therefore, demolition and renovation of the existing structures may potentially expose people to existing sources of potential health hazards. Such exposure is potentially significant, but mitigable through applicable building and fire codes governing the abatement of such materials during demolition or renovation activities. In addition, the County Air Pollution Control District (APCD) requires a permit for removal and proper disposal of asbestos containing materials prior to demolition.

Hazards from Prior Land Uses: Former land uses on the proposed project site include automobile service, sales, and repair, underground fuel tanks, welding operations, and boilers. The Soil Investigation prepared for the project (Exhibit 19) indicated localized areas of fill material and debris exhibiting a heavy odor of petroleum in the upper four feet of two soil borings on Site A (parking lot of Californian Hotel), indicating the presence of hydrocarbon contamination on the site.

The portion of the proposed project site located at 118 State Street is included on the list of Site Mitigation Units (SMU) published by the County of Santa Barbara Protection Services Division, Hazardous Materials Unit (HMU). The site is currently listed as an active remediation site, indicating that contamination from previous uses is in the process of being remediated as required by State and Federal laws.

The portion of the proposed project site located at 110 State Street (between Mason Street and the railroad right-of-way) is included on the list of Leaking Underground Fuel Tanks (LUFT) published by the County HMU. No remediation activity for this tank has been identified.

The presence of hydrocarbon contamination on Site A and portions of the project site being listed on the County's SMU and LUFT lists indicates the potential for soil and groundwater contamination from hydrocarbons and other hazardous substances on the proposed project site, which could lead to significant impacts related to exposure of people to an existing health hazard. However, prior to any site disturbance, the applicant/property owner will be required to complete a hazardous material site assessment, and comply with all applicable federal, state and local regulations regarding site remediation.

6d. The proposed project is not located in a high fire hazard area, nor in an area of flammable brush, grass or trees.

Mitigation Measure(s):

HAZ-1 Prior to issuance of demolition, grading or building permit for the proposed project, a complete site assessment shall be obtained by the applicant/property owners and approved by the County Protection Services Division delineating the vertical and lateral extent of the contamination.

HAZ-2 Prior to issuance of demolition, grading or building permit for the proposed project, the applicant shall demonstrate compliance with all applicable federal, state, and local regulations relative to remediation of hazardous materials on the subject property,

HAZ-3 An Emergency Response Plan shall be formulated by the developer and approved by the City Fire and Police Departments which addresses evacuation of the development in the event of a train derailment or release of hazardous materials from a train car.

HAZ-4 Safety procedures and evacuation routes shall be posted throughout the development, and a "safety coordinator" shall designated for the development to provide efficient interaction with emergency personnel in the event of an emergency and to ensure that safety programs are properly designed and maintained. Such an individual shall know the location and function of all emergency systems in the development.

HAZ-5 The development shall be constructed with fire retardant materials and shall have smoke detectors uniformly installed throughout the project site.

HAZ-6 Fire sprinkler systems shall be installed where code and the Fire Chief indicate they are necessary, with special emphasis on the portions of the development which are located immediately adjacent to the areas which could be directly impacted by a train derailment.

HAZ-7 The rear wall of the parking structure directly adjacent to the railroad right-of-way shall be designed and constructed in a manner which provides for the optimum resistance to damage from a train collision (some flexibility in the supporting members would probably be desirable) and primary structural support for the parking structure should be provided principally in the central and southern portions of Site C (in the event that the rear wall is heavily damaged, these structures could have their primary support at other points not anticipated to be damaged from train derailment).

Residual Impact: Implementation of measures HAZ-1 through HAZ-6 would reduce project impacts from hazards to a less than significant level.

7. NOISE. Could the project result in:		NO	YES Level of Significance
a)	Increases in existing noise levels?		Short-term- Less than significant Long-term-Significant, Avoidable
b)	Exposure of people to severe noise levels?		Short-term- Less than significant Long-term- Significant, Avoidable

Discussion:

7a-b. SETTING: Noise guidelines are established in the City's Noise Element and in Chapter 9.16 of the Santa Barbara Municipal Code. The Noise Element states that the maximum acceptable exterior Day-Night Noise Level (L_{dn}) for transient lodging uses is 70 dB(A) and 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 50 dB(A) L_{dn}. It is important to note that these guidelines are intended for long-term, permanent land uses, and do not necessarily include short-term construction activities.

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.

ANALYSIS:

Long-Term (Operational) Impacts: Noise impacts from trash trucks and parking lot sweeping are anticipated to be potentially significant, but avoidable through the incorporation of proposed mitigation measures.

i. Vehicular Noise: A Noise Study prepared for the proposed project by Dudek and Associates, dated October 5, 1998 (Exhibit 20) notes that the anticipated noise levels from vehicular traffic would be less than existing conditions, since the number of vehicle trips is anticipated to be less than the number of vehicle trips generated by the existing uses on the proposed project site, as discussed in the Transportation section of this Initial Study.

The Study notes that the buildings along State Street, including the private balconies for the vacation ownership units would be exposed to a future cumulative plus proposed project exterior noise level of approximately 67 dB(A) L_{dn} from vehicular noise. The buildings along Mason Street are anticipated to be exposed to a noise level of approximately 60 dB(A) L_{dn}. The exterior common open areas for the vacation ownership units are shielded from traffic

noise from the proposed buildings, and the resulting noise exposure from future cumulative plus proposed project conditions would be less than 60 dB(A) L_{dn}. The City's maximum acceptable noise level for transient lodging is 70 dB(A) L_{dn} and 75 dB(A) L_{dn} for commercial retail uses. Therefore, impacts from vehicular noise are anticipated to be less than significant.

U.S. Highway 101 is located approximately 700 feet north of the proposed project site. Given the distance from the proposed project site, and the location of intervening buildings, the noise associated with Highway 101 is less than 60 dB L_{dn} at the proposed project site, and is therefore not considered to be significant.

ii. Railroad Noise: The Union Pacific railway is located adjacent to the northern portion of Site C, which is proposed to be developed with a parking structure. Noise from passenger and freight trains is anticipated to generate noise levels of up to 75 dB(A) L_{dn} along this portion of the property at the property line. This level is the maximum acceptable exposure for commercial retail uses, based on the City's Noise Element.

The exterior plaza area in front of the VIC at the northerly property line of Site C would be subjected to noise levels of up to 75 dB(A) L_{dn}, which is the maximum acceptable exterior exposure for commercial retail uses.

The closest vacation ownership units to the railroad right-of-way are approximately 100 feet from the railroad right of way. At this distance, these units would be subject to exterior noise levels of 70 dB(A) L_{dn}, which is the maximum acceptable exterior exposure for transient lodging uses. Impacts to vacation ownership units from railroad noise are therefore less than significant.

The outdoor recreation area (common area) for the Site C vacation ownership units would be located on the roof of the proposed parking structure on this site. This recreation area is proposed to be set back 45 feet from the property line of the adjacent railroad right-of-way. The recreational area would be located a minimum of 30 feet above the existing grade. This area would be subject to noise levels of up to 75 dB(A) L_{dn}. The maximum acceptable exterior noise level for transient lodging uses in 70 dB(A) L_{dn}. The noise levels within the recreational area would therefore exceed the City's threshold of significance.

As outlined in the Supplement to the October 1998 Noise and Vibration Report for the Entrada de Santa Barbara, dated May 1999 (Exhibit 21), an 18-inch high area glass or clear material within a decorative frame is proposed along the top of a 3 ½ foot wall proposed around the perimeter of the recreation area, to attenuate noise levels to 70 dB(A) L_{dn}. The total wall height would therefore be five feet, and would not be visible from the surrounding streets. A mitigation measure has been included requiring verification of noise attenuation for the recreation area.

iii. Railroad Vibration: The Noise Study prepared for the proposed project notes that the nearest vacation ownership units to the railway line are 110 feet from the nearest track, and that the velocity associated with rail operations would be a maximum of approximately 66 VdB. The velocity at the nearest commercial building (30 feet from nearest track) would be 70 VdB. The City does not have a threshold of significance for vibration, however, the Study concludes that these levels are not expected to create significant vibration impacts for both human annoyance and structural damage.

iv. On-Site Noise Generating Activities: Noise associated with operation of the proposed project includes parking lot sweepers, trash trucks, and the potential use of outdoor speakers associated with potential restaurant uses. The Noise Study indicates that parking lot sweeping generates a one-hour average noise level of approximately 55 dB(A) at a distance of 50 feet. The maximum noise level is approximately 75 dB(A), and would be intermittent. The noise impact would be considered adverse if sweepers operated adjacent to the vacation ownership units between 10:00 p.m. and 7 a.m. A mitigation measure is recommended to prohibit parking area sweeping during these hours.

The Noise Study indicates that trash collection trucks generate maximum noise levels of approximately 85 dB(A) at 50 feet. The proposed trash bins would be located within five to ten feet of the nearest vacation ownership units. The noise impact would be considered adverse if trash collection trucks operated adjacent to the vacation ownership units between 10:00 p.m. and 7 a.m. A mitigation measure is recommended to prohibit trash pick-up during these hours.

While specific commercial uses are not proposed at his time, there is potential for future commercial uses such as restaurants to play amplified music through outdoor loudspeakers. Section 9.16.050 of the Santa Barbara Municipal Code regulates allowable noise levels to a maximum of 60 dB(A) at the property line between the hours of 10:00 p.m. and 7:00 a.m. Enforcement of this code provision would reduce noise impacts from outdoor loudspeakers.

v. Interior Noise: The Noise Study notes the requirement of both the City and the State that interior noise levels not exceed 45 dB(A), and that typically, building provide 15 dB(A) of noise attenuation with widows open. The study notes that portions of the vacation ownership unit complexes would be exposed to noise levels of greater than 60 dB(A) as discussed above under vehicular noise, and would therefore create interior noise exposures greater than 45 dB(A) when the windows of these units are open. To mitigate this potentially significant impact, a mitigation measure is proposed requiring an interior noise analysis to determine the necessity of air conditioning to provide additional circulation if windows need to be closed to attenuate noise.

Short-Term (Construction) Impacts: Noise impacts from project construction are anticipated to be less than significant.

i. Construction Noise: No significant impacts from construction noise are anticipated to occur. The noise guidelines established in the Noise Element are intended for permanent land uses, not necessarily construction generated noise. Noise during construction is generally intermittent and sporadic.

The use of heavy equipment at the site for project construction may produce high ambient noise levels. Construction equipment can generate noise levels between 80 to 85 dB(A) at a distance of 50 feet and shorter impulsive noises from some construction equipment could be even higher, up to and over 100 dB(A).

The Noise Analysis prepared for the proposed project indicates that the maximum noise levels at 50 feet would likely range from 75 to 105 dB during project construction, but that an hourly range of 75 to 80 dB at 50 feet was typical. The land uses around the proposed project site are primarily commercial retail, office, and light industrial, and warehouse uses. No noise sensitive land uses have been identified within the immediate vicinity of the proposed project site.

While construction noise is anticipated to have a less than significant impact, a noise control mitigation measure limiting noise-generating construction hours has been recommended to further reduce potential noise impacts.

ii. Construction Vibration: The Noise Study prepared for the proposed project indicates that the primary source of vibration during project construction would be from pile drivers, which are anticipated to generate 0.23 inches of vibration per second at a distance of 50 feet. The study notes that this level is generally considered acceptable for all structures except for fragile or extremely fragile historic buildings. While the existing structures adjacent to where pile driving will occur do not appear to be fragile, a recommended mitigation measure is included to evaluate the structural integrity of the surrounding buildings, and modify construction methods as necessary to mitigate potential impacts to a less than significant level.

Required Mitigation Measure(s):

Noise-1 Prior to issuance of a building permit for the proposed project, an interior noise analysis for the vacation ownership units identified in the Noise Analysis prepared by Dudek and Associates, dated October 5, 1998, shall be submitted to the Community Development Department. This study shall include measures to attenuate interior noise levels to 45 dB(A) L_{dn}, including air-conditioning and/or mechanical ventilation, or the inclusion of sound-rated windows.

Noise-2 Prior to issuance of a Certificate of Occupancy for the proposed project, an exterior noise analysis for the recreation area on Site C shall be prepared by a qualified noise consultant and submitted to the Environmental Analyst. The noise analysis shall verify that the noise attenuation measures described in the Supplement to October 1988 Noise and Vibration Report for the Entrada de Santa Barbara reduce noise levels in the recreation area to 70 dB(A) L_{dn}.

Recommended Mitigation Measure(s):

Noise-3 Parking lot sweeping and trash pickup operations shall be prohibited on the project site between the hours of 10:00 p.m. and 7:00 a.m.

Noise-4. Noise generating construction activity should be prohibited Saturdays, Sundays, and holidays and between the hours of 7 p.m. to 7 a.m. Holidays are defined as those days which are observed by the City of Santa Barbara as official holidays by City employees.

Noise-5 All construction equipment, including trucks, should be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.

Noise-6 The buildings located adjacent to Sites B and C should be evaluated by a structural engineer to ensure that the buildings are not fragile or extremely fragile. If these buildings are considered fragile or extremely fragile, the applicant shall propose an alternative method of pile driving, as approved by the Community Development Department.

Residual Impact: Implementation of mitigation measures Noise-1 and Noise-2 would reduce impacts from project operation to a less than significant level. Implementation of mitigation measures Noise-3 and Noise-4 and Noise-5 would further reduce an already less than significant impact.

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

Discussion:

8a. The proposed project is located in a developed urban area and would not require extension of any major infrastructure other than normal utility service connections.

8b. The proposed project will not displace existing housing, as no housing units exist on the proposed project site.

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

Discussion:

9a-b, d-g. No significant impacts to police or fire service, public facilities, electrical power or natural gas service, water treatment or distribution facilities, or other governmental services are anticipated to occur. These services are all provided to the existing uses on the proposed project site. No known deficits exist in these services which could result in less than adequate service to the proposed project.

9c. SETTING: Commercial projects generate new elementary and secondary students to the extent that new employment could be created by the proposed project which results in new residents to the area. Unlike a residential project which falls into a defined school attendance area, students generated by a commercial development could live and attend a school in any area of the South Coast. It is possible that some students generated by this proposed project would live outside the boundaries of the Santa Barbara or Hope School Districts or attend private schools.

ANALYSIS: Impacts to schools are anticipated to be less than significant. The existing land uses employ approximately 72 persons, while the proposed project is estimated to employ approximately 79 persons (75 for Entrada project and four for VIC). Using Santa Barbara County estimates of school age children per household, each person employed is assumed to be a member of a household with 0.6 elementary school age-children, 0.24 junior high school-age children, and 0.16 high school-age children. The net increase of seven employees associated with the project would therefore result in an additional four elementary school students, two junior high school students, and one high school student. This increase is not anticipated to have a significant impact on schools. None of the school districts in the South Coast are "overcrowded" as defined by California State law. Impact fees in accordance with State law would be required for the proposed project.

9h. SETTING: According to the Public Works Water Resources Division, sewage generation for non-residential projects is approximately 83.86% of water demand (the remaining 16.14% is used for landscaping, etc., and is not captured by the sewage system). 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 1996 was approximately 8 million gallons per day.

ANALYSIS: The proposed project will have a less than significant impact on the City's sewer system. The proposed project's estimated net new water demand is 8.23 acre feet/year, or 7,347 gallons/day (See 9.i below). The proposed project will produce approximately 6,161 net new gallons of sewage per day, which can be handled by the El Estero Treatment Plant, given that in 1996 approximately three million gallons per day of available capacity existed.

9i. SETTING: 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 outlines a strategy to use the above sources 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, including the safety margin, is 18,200 AFY. For the calendar year 1997, the demand as measured by the system production was 14,456 Acre Feet (AF).

ANALYSIS: The proposed project will have a less than significant impact on the City's water supply. The existing development on the site demands 17.0 AFY of water. The uses associated with the proposed Entrada project are estimated to demand 24.6 AFY, and the proposed Visitor Information Center is estimated to demand .63 AFY (based on the City's Water Demand Factor and Conservation Study "User's Guide" Document No. 2), for a total project demand of 25.23 AFY. Therefore, the change in water use would be an increase of approximately 8.23 AFY. The potential increase in demand of 8.23 AFY would therefore not significantly impact the City's water supply, given that in 1997 there remained 3,744 AFY available.

9j. SETTING: 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.

ANALYSIS: The proposed project will have a less than significant impact from solid waste disposal. Using methodology and factors in the County's Environmental Thresholds and Guidelines Manual (1995), the proposed project's estimated annual solid waste generation is 190.8 tons per year (176.9 tons per year for the uses associated with the proposed Entrada project, plus 13.9 tons per year associated with the proposed Visitor Information Center). The existing uses on the project site generate an estimated 364.8 tons per year. The proposed project would therefore generate a net decrease of 174 tons per year. This amount of solid waste is anticipated to result in a less than significant project specific impact and a less than significant cumulative impact.

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

Recommended Mitigation Measure(s):

PS-1 A source reduction/recycling plan should be developed for the proposed project and submitted for review and approval by the City's Environmental Analyst and the County's Solid Waste Division prior to issuance of demolition or building permits. The plan shall include measures for recycling of demolition materials.

PS-2 The proposed project should provide space and/or bins for storage of recyclable material within the proposed project site. This information should be shown on the building plans and be installed as a part of the proposed project's improvements.

Residual Impact: Implementation of the recommended mitigation measures would further reduce an already less than significant impact relative to solid waste.

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

Discussion:

10 a-b. The proposed project is not anticipated to have a significant impact on parks or recreational facilities. The proposed project includes the replacement of 96 hotel rooms with 81 vacation ownership units, each with a lock-out addition to allow for a larger unit if desired. The number of proposed units is fewer than the number of existing hotel rooms, however, the larger units have the potential for a greater number of occupants. It is therefore anticipated that the proposed project may generate additional visitors, thereby increasing the demand for recreational facilities.

Two private recreational areas are proposed within the project- one on Site A and one on Site C. The recreational area on Site A is located on a second-level courtyard and includes a swimming pool, and outdoor patio, and a snack bar/food service area. The recreational area on Site C is located on the top of the parking structure and includes a 1,500 sq. ft. health club building, an outdoor terrace/patio area, a swimming pool, and a snack bar/food service area.

In addition, the proposed project is located in close proximity to the extensive recreational opportunities available at the Waterfront, including the beach, the harbor, and Chase Palm Park. Therefore, the impact to recreational facilities is expected to be less than significant.

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

Discussion:

11a. i. Trip Generation: The proposed project is not expected to have a significant impact with respect to increased vehicle trips. Using the Traffic and Parking Study prepared for the proposed Entrada de Santa Barbara project by Kaku and Associates in 1998, staff calculated the following trip generation estimates for the existing uses and the proposed project:

	Weekday w/reductions[2]		**Sunday w/reductions**	
	Average Daily Trips	Peak Hour Trips	Average Daily Trips	Peak Hour Trips
Entrada Project	2,377	217	1,999	220
VIC project	40	4	40	4
Total Trips Proposed Uses	**2,417**	**221**	**2039**	**224**
Total Trips Existing Uses	3,547	312	3,820	424
Net New Trips	**(1,130)**	**(91)**	**(1,781)**	**(200)**

The Study concluded that proposed project trip generation would be less than the trip generation for the existing uses. Given the location of the proposed project in the Waterfront area and the mixed-use character of the proposed project, certain trip reduction factors would be expected. The Study used a 35-40 percent reduction for the existing and proposed commercial uses to account for the high pedestrian circulation in the area.

For purposes of environmental assessment in the City of Santa Barbara, a signalized intersection is considered impacted if the project causes the volume-to-capacity (V/C) ratio to exceed 77 percent. Using this criteria, one intersection in the project area currently exceeds the City's threshold and operates at an unacceptable level of service, and two intersections are expected to exceed this threshold in the future. State Street and Cabrillo Boulevard currently operates at a level of service D on the weekends, and is anticipated to operate at this level in the future.

[2] The term reductions refers to a discounting of estimated vehicle trips due to conditions such as mixed-use or the use of alternative transportation in the area.

Garden Street and Highway 101 Northbound currently operates at a level of service of C, and is anticipated to operate at a level of service D in the future, during the weekday p.m. peak hour. Due to a reduction of the commercial square footage on the site, the proposed project results in a net reduction in traffic. No additional project traffic is therefore expected to enter either of these two impacted intersections.

The only intersection for which level of service is anticipated to change as a result of the proposed project is the State Street/Mason Street intersection. The weekday p.m. peak hour level of service for this intersection is anticipated to be reduced from LOS A to LOS B as a result of the proposed State Street narrowing. This decreased level of service is therefore considered less than significant. The Study concludes that the proposed project will not have a direct impact or contribute to a cumulative impact to other intersections in the project area, because the proposed project is anticipated to result in a net reduction of peak hour vehicle trips for weekdays and weekends.

The intersection at Mason Street and Helena Avenue functions more as a driveway access point to Mason Street rather than two intersecting through streets. The existing and projected traffic volumes at this location are negligible and in no case would these volumes represent a significant point of congestion, or register as a significant impact when measured along side the City's traffic standards and threshold.

ii. State Street Narrowing: State Street is no longer a main arterial road to Highway 101. The section of State Street north of Highway 101 that used to be an arterial was converted to two lanes to bring back a sense of place to the street. This change tremendously increased the attractiveness of the street for pedestrians, bicyclists, and motorists alike. The recommendation to narrow the lower portion of State Street is to restore a similar sense of place. At peak times of use, pedestrians outnumber, and will increasingly outnumber, the number of cars on this portion of State Street. The proposal for narrowing State Street focuses on increasing the capacity for pedestrians as well as enhancing the pedestrian environment.

What makes this proposal more attractive is the limited effect it will have on automobile travel in the Waterfront. At peak times, the signal at State Street and Cabrillo Boulevard is already severely congested by both cars and pedestrians (level of service D). This congestion significantly limits the number of cars that can be processed by the signal. At these peak times, the four-lane section of State Street delivers more traffic than the signal can handle. If reduced to two lanes, State Street will still deliver more cars than the signal at Cabrillo Boulevard can handle. Therefore, the City can gain a better State Street environment without affecting congestion levels.

iii. Construction Traffic: The proposed project would generate construction-related traffic. This would occur over the 16-month projected construction period and would vary. Short-term construction-related traffic on State Street and Mason Avenue would result in an adverse impact due to the additional trips generated by construction traffic, and may impact the Garden Street/Highway 101 intersection; however, mitigation measures are included to avoid scheduling construction trips during peak hours, thereby reducing potential impacts to a less than significant level.

Mason Street is proposed to be closed between Chapala Street and Helena Avenue for a period of approximately 12 months. This closure would result in an adverse impact to pedestrian and general circulation in the project area. A recommended mitigation measure is included in this Initial Study to provide for traffic re-routing and pedestrian safety during construction.

11b. SETTING: State Street along the frontage of the proposed project site is a four-lane roadway, with two lanes and a bike lane in each direction. A sidewalk, approximately 15 feet in width runs along both sides of this portion of State Street. Street trees are provided within this sidewalk area. A number of curb cuts exist along State Street for driveways serving existing uses on the proposed project site. Mason Street along the frontage of the proposed project site is striped for 28 spaces of 90-degree on-street parking. A sidewalk, approximately 10 feet in width runs along both sides of this portion of Mason Street. No street trees are provided along this portion of Mason Street. Helena Avenue is currently striped with 12 spaces of 90-degree on-street parking, and provides no sidewalks along the frontage of the proposed project site.

ANALYSIS: The proposed project would not create any new hazards to safety from design features. The proposed project includes a narrowing of State Street from the railroad right-of-way to the Mission Creek Bridge to one lane of vehicular traffic in each direction, a traffic signal at the State Street/Mason Street, and a prohibition of northbound and southbound left turns onto Mason Street. The proposed project proposes enhanced paving materials and landscape treatment for the State Street/Mason Street intersection, which will provide an aesthetic improvement. The proposed project also includes the removal of the existing driveway curb cuts on State Street, since vehicular entrances to the proposed project will be located on Mason Street and Helena Avenue and access to the parking lot at 125 State Street is proposed to be moved to Kimberly Avenue (not a part of this project). These alterations are anticipated to reduce existing safety hazards to both vehicular and pedestrian traffic by minimizing points of pedestrian and vehicular conflict.

11c. The proposed project would not adversely affect any emergency access or access to nearby uses. The proposed project sites are served by existing streets. As indicated in 11a. above, the proposed narrowing of State Street to one lane of vehicular traffic in each direction at the project site will not significantly the LOS for intersections in the project area. The narrowing is not anticipated to cause additional congestion because the vehicle capacity-limiting factor is the intersection of State Street and Cabrillo Boulevard rather than the number of lanes further north of the intersection. The number of lanes on the State Street approach to the intersection will remain the same. Therefore, access to existing uses on State Street between the project site and Cabrillo Boulevard is not anticipated to be adversely affected by the proposed narrowing.

No significant impacts to access to existing uses along Helena Avenue are anticipated, as Helena Avenue is proposed to remain open during project construction. Minor delays may occur due to use of Helena Avenue by construction vehicles, however, this impact is estimated to be short-term and therefore less than significant.

As noted in item 11a above, Mason Street is proposed to be closed between Chapala Street and Helena Avenue for a period of approximately 12 months. This closure would result in an adverse impact to emergency access and general access to nearby uses. A recommended mitigation measure is included in this Initial Study to provide for traffic re-routing and pedestrian safety during construction.

The City Fire Department has reviewed the proposed project plans and determined that access will not be significantly impacted due to project implementation.

11d. The proposed project will have sufficient parking capacity to meet its anticipated demand. The three sites comprising the overall proposed project site contain a total of 100 existing on-site parking spaces. An additional 40 spaces of on-street parking exist on Mason Street and Helena Avenue. A total of 210 spaces are proposed for the Entrada de Santa Barbara project.

i. Zoning Code Requirements: The proposed Entrada de Santa Barbara project is required by code to provide 232 parking spaces, as follows:

Entrada de Santa Barbara:	
81 Vacation ownership units (each with lockout suites) (one space per unit and lockout suite)	162 spaces
17,532 Sq. ft. commercial (1 space per 250 sq. ft.)	70 spaces
Total:	232 Spaces
Additional Parking Required for Other Project Components:	
Code-required Parking for Visitor Information Center (as determined by the Transportation Division)	5 Spaces
Replacement of on-street parking spaces	10 spaces
TOTAL PROJECT	247 spaces

ii. Commercial Parking Demand: Transportation Planning Staff examined the parking and traffic study performed by Kaku and Associates in August of 1998 to determine if the analysis supports the removal of any parking spaces while meeting parking demand (Exhibit 22). The parking demand analysis prepared by Kaku could be characterized as a worst case analysis, which did not account for any discounts like modal splits or the location of the proposed land use and its relationship to the surrounding beach activity. Further, the parking demand rate used for the commercial portion of the project is the most conservative number found in the Institute of Traffic Engineer's (ITE) Parking Generation (4 parking spaces per 1,000 square feet or a total of 70 spaces). The parking demand rate used in the study is that of a shopping center, which includes a mix of retail, restaurant and service shops in various proportions that will change over time, dependent on market forces. The typical uses within a shopping center are the type of commercial uses allowed within this zone. This parking rate assumes the land use is located in a suburban area and that nearly all customers will arrive by automobile.

A more appropriate method of estimating parking demand using the same ITE statistics is to use the average rate of a shopping center of a similar size. The similarly sized shopping centers studied in ITE Parking Generation had an average rate of 2.6 parking spaces per 1,000 square feet, for a total of 46 parking spaces. This parking demand estimate is also confirmed by the traffic section of the Kaku study, which accounted for a 35% - 40% reduction in the project's commercial traffic because of the use of alternative means of transportation (primarily pedestrian traffic). The Planning Commission has also reduced the parking demand by as much as 50% for historical projects at this same location because of heavy pedestrian volumes and use of commercial space by hotel patrons leaving their cars parked at hotel sites. Therefore, Transportation staff believes that the parking demand for the commercial land use will be meet with the 48 spaces provided.

iii. Vacation Ownership Parking Demand: The project proposes to provide one parking space for each potential unit for the vacation ownership portion of the project. Each of the 81 vacation ownership units can function as two individual units with a total of 162 units possible. However, this scenario is highly unlikely. Vacation ownership operational studies indicate that an average

of 30% of the 81 suites will be used in the two-unit configuration at any given time. The remaining 70% of the units are used as suites. Using this information, the average parking demand of the vacation ownership portion of the project is 105 spaces. Therefore, the project's parking demand for the vacation ownership units will be met.

iv. Distribution of Parking Spaces: The 210 parking spaces provided by the project would be distributed over the three sites comprising the overall proposed project site, with 17 spaces provided in a surface parking lot on Site A, 48 spaces in a subterranean garage on Site B, and 145 spaces in a subterranean and above-ground garage on Site C.

Access to the parking structures on Sites B and C is proposed from Helena Avenue via State Street and Mason Street. Access to Site A is provided from Mason Street. Parking areas are located away from the pedestrian areas to minimize potential pedestrian and vehicular conflicts and enhance the overall pedestrian environment. Bicycle parking is also proposed in decentralized locations throughout the project.

v. Reconfiguration of On-Street Parking: The existing on-street parking is proposed to be reconfigured as part of the proposed project, so that the current 40 spaces in a perpendicular configuration would become 30 spaces in a parallel configuration. The ten spaces lost by this reconfiguration are proposed to be replaced within the parking lot approved for the site at 125 State Street as part of the Railroad Depot Improvement Project. The ten space parking demand for the proposed Visitor Information Center, as determined by the Transportation Division (Transportation Division staff calculated demand for Visitor Information Center based on observations of circulation and parking usage in the area and at the existing VIC at the corner of Garden Street and Cabrillo Blvd.) is proposed to be accommodated in this lot.

vi. Parking at 125 State Street: The Santa Barbara Railroad Depot Improvement Project as approved in December 14, 1995, new parking for a total of 167 spaces north of the railroad right-of-way. The 167 parking spaces were sufficient to cover the expected parking demand of 104 spaces for the project. The extra 63 spaces were provided as surplus parking for the lower State Street area. On the south side of the railroad right-of-way (125 State Street), a parking lot with 47 parking spaces was approved to provide additional parking for the railroad station site and surrounding uses. The Redevelopment Agency was able to provide significantly more parking than required to meet the project demand because new property had been acquired on Montecito Street and added to the site after the initial project was approved on August 4, 1994. The project, as approved at that time, included a total of 214 parking spaces, including the parking south of the railroad right-of-way.

Late in 1995 the Chamber of Commerce approached the Redevelopment Agency with a request to pursue a joint development project on the parcel south of the railroad right-of-way. The Chamber proposed to contribute to the construction cost of a new Visitor Information Center (VIC) that would include public restrooms. Because the Railroad Depot Improvement Project was providing sufficient parking north of the railroad right-of-way to meet the parking demand of the project, on January 9, 1996 the Redevelopment Agency Board directed staff to pursue using the site south of the railroad right-of-way for a new Visitor Information Center instead of an ancillary parking lot.

On May 15, 1997, the Planning Commission discussed the Agency's proposal to develop a VIC and found that construction of the Railroad Project on a phased basis would be in substantial conformance with the development approvals that had been granted. Phasing the construction of the project would allow the Agency time to pursue the design and approval of a VIC. If

approved, no impacts to the Railroad Depot Improvement Project north of the railroad right-of-way were expected to result from the loss of parking south of the railroad right-of-way. If the proposed development was not approved, the Agency would proceed with the construction of the approved parking lot south of the railroad right-of-way. A finding was also made at this meeting that the total amount of parking to be provided north of the railroad right-of-way was 158 spaces. This number was reduced from the 167 previously approved, but found to be in substantial conformance again because sufficient spaces in excess of the estimated project demand were being provided.

At this time, the Agency proposes to relocate the VIC from the 125 State Street location to Site C of the proposed Entrada project, and develop the site at 125 State Street with the parking lot as originally approved. Future design revisions to the parking lot will be requested which include changing the access to the parking lot to Kimberly Avenue, improved pedestrian access, and aesthetic treatments for the State Street frontage. The VIC would therefore proceed independently from the approved Santa Barbara Railroad Depot Improvement Project.

The 47 spaces to be provided on the 125 State Street site are, therefore, sufficient to accommodate the 10-space demand for the Visitor Information Center and the replacement of the loss of 10 on-site spaces on Mason Street and Helena Avenue (as a result of reconfiguration), without affecting parking demand for other uses in the area. The proposed VIC and replacement of on-street parking represent public benefits, for the Waterfront Area. Staff believes that it is therefore appropriate to utilize the surplus parking within a proposed public parking lot for this purpose.

vii. Parking During Project Construction: As noted in item 11a above, Mason Street is proposed to be closed between Chapala Street and Helena Avenue for a period of approximately 12 months. This closure would remove access to the existing 40 on-street parking spaces, which are proposed to be replaced within the proposed parking structure on Site C. Since the existing on-street parking spaces in this area primarily serve the existing uses on the project site, removal of these spaces during project construction is not anticipated to have a significant impact on parking within the project area. However, these spaces also serve other existing uses around Mason Street and Helena Avenue. There is no threshold of significance for impacts associated with the temporary loss of parking spaces. Staff has generally acknowledged temporary losses of parking for other projects as adverse, but not significant, since the loss is short-term.

11e. The proposed project will improve existing conditions in the project area to reduce hazards to pedestrians and bicyclists. As noted in item 11b above, the proposed project will incorporate measures to reduce hazards to vehicular and pedestrian traffic by minimizing areas of pedestrian and vehicular interaction on State Street.

Parking areas are located away from the pedestrian areas to minimize potential pedestrian and vehicular conflicts and enhance the overall pedestrian environment. Bicycle parking is also proposed in decentralized locations throughout the project.

Mitigation Measure(s):

TC-1 Construction parking shall be provided as follows:

A. During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Community Development Director.

B. 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.

TC-2. All construction-related trips (workers, equipment and deliveries) shall not be scheduled during peak hours (4:00 p.m. to 6:00 p.m.) to help reduce traffic on adjacent streets and roadways. The routes of all construction related trucks, three tons of more, shall be subject to the review and approval of the Traffic Engineer.

TC-3 A plan for rerouting of vehicular and pedestrian traffic around the project area during project construction shall be submitted by the applicant and reviewed and approved by the Public Works Transportation Division prior to issuance of any grading or building permits for the proposed project. This plan shall also include measures to ensure pedestrian safety during project construction.

Residual Impact: With implementation of mitigation measures noted above, transportation and parking impacts from construction of the proposed project are expected to be reduced to a less than significant level.

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

Discussion:

12a/e. No significant impacts from proposed project drainage are anticipated. A Preliminary Drainage Report prepared for the proposed project by Penfield and Smith, dated September 24, 1998 (Exhibit 23) indicates that no changes in hydrologic conditions for a 25-year and a 100-year flood event are anticipated since the area is fully urbanized. The proposed project site is currently developed primarily with impervious surface areas, with minimal landscape areas to provide absorption of stormwater run-off. The proposed project includes additional landscape areas, which indicate the potential for additional absorption of run-off, thereby reducing run-off from the proposed project site.

The Report notes that site drainage will be directed from the site into existing drop inlets, which direct drainage down State Street and into Mission Creek at the bridge abutment. The Report notes that the existing drainage system at Anacapa Street was designed to handle lesser storm events than other drains in the surrounding area, but that drainage from the proposed project site may be diverted around this basin without creating an additional drainage impact (See item 12c below for discussion of recommended treatment of run-off).

Industrial interceptors are recommended to be installed, as necessary, in order to prevent liquid wastes resulting from parking and cleaning areas from contaminating the public or private storm drainage systems, which ultimately drain into Mission Creek and the Pacific Ocean. This pre-treatment would be a benefit to the water environment in the project area.

12b. The proposed project is not expected to expose people or property to significant water-related hazards such as flooding. The proposed project and site improvements are located in the vicinity of a floodway (Mission Creek) and within a Flood Plain Zone. The existing uses on-site currently have minimal flood protection. The proposed project incorporates flood control measures, such as locating building entrances five feet above the sidewalk, and designing parking structure walls to rise above the above the estimated flood level.

As a result of a required merger between the Californian Hotel parcel and the parcel addressed as 15 West Mason Street, Site A will be directly adjacent to Mission Creek. The building at 15 West Mason Street will remain between the development proposed on Site A and Mission Creek. However, the building at 15 West Mason Street is being considered for demolition as part of the Mission Creek Improvement Project currently being developed by the Army Corps of Engineers. Removal of this building is not anticipated to impact the proposed Site A development and could leave an open space buffer between the Californian Hotel and Mission Creek.

12c. No significant impacts are anticipated from discharge into surface waters. The proposed project will not result in direct discharge of surface storm water from the proposed project site directly into Mission Creek adjacent to the proposed project site. The proposed construction on Site A is setback approximately 40 feet from the top the creek bank. Surface runoff will be directed into the existing storm drain system, which ultimately runs into Mission Creek closer to the ocean, and that surface run-off from the proposed project is not anticipated to exceed existing conditions.

As noted in item 12 a/e above, industrial interceptors are recommended to be installed, as necessary, in order to prevent liquid wastes resulting from parking and cleaning areas from contaminating the public or private storm drainage systems, which ultimately drain into Mission Creek and the Pacific Ocean. This would be a benefit to the water environment in the project area.

12d. The proposed project would not result in significant changes to quantity, quality, direction or rate of flow of ground waters. The Soil Investigation prepared for the project (Exhibit 19) indicated that the groundwater table was encountered at depths ranging from 8 feet to 13 feet below the site surface. The proposed subterranean parking areas on Sites B and C are proposed at a maximum depth of six feet below the street level at the site surface, which is above the levels where groundwater was encountered in the Soil Investigation. The recommendations in the Soil Investigation, however, do include use of soil stabilization materials in areas where saturated soils are found. This recommendation suggests the potential for some disturbance to the groundwater table. However, given the extent of the depth and size of the groundwater table in the area, and the localized impact on the project site, the impact to groundwater resources is not anticipated to be significant.

Recommended Mitigation Measure:

WTR-1 Industrial interceptors shall be installed, as necessary, for the proper handling of liquid wastes containing grease, flammable wastes, sand, acid or alkaline substances in order to protect liquid wastes resulting from parking and cleaning areas from contaminating the public or private storm drainage systems. These devices shall be maintained per manufacturer's specifications.

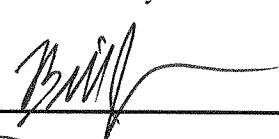
Residual Impact: Impacts from on-site drainage are expected to be less than significant. With the implementation of recommended mitigation measure WTR-1, less than significant impacts would be further reduced.

MANDATORY FINDINGS OF SIGNIFICANCE.		YES	NO
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildfire population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓
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: Bill Jacobs, Associate Planner 

Environmental Analyst: Debra Andaloro, Environmental Analyst

Date: May 5, 1999

Exhibits

1. Vicinity Map
2. Site Plan
3. Project Statistics
4. Site Map
5. Transfer of Development Rights Statistics
6. List of Existing Uses
7. Mitigation Monitoring and Reporting Program
8. View Corridor Study of Project and Graphical Representations of View Profiles through Project
9. View Corridor- State at Mason perspective, and State Street Elevation of Areas B and C
10. Photo Simulautions of Original Proposal Viewwed from Dolphin Founatin, Cabrillo Blvd., and Eladio's
11. Setback Statistics
12. Waterfront Area Aesthetic Criteria Definitions
13. Waterfront Area Aesthetic Criteria Matrix for Proposed Entrada de Santa Barbara Project
14. URBEMIS 7G Air Quality Modeling Runs
15. Preliminary Significance Assessment for 22, 35, 36, 100, 118, and 120 State Street, and 15 West Mason Street, prepared by Preservation Planning Associates, May 1997
16. Phase 1 and 2 Cultural Resources Study for 22, 35, 36, 118, and 120 State Street, and 15 West Mason Street, prepared by Alexandra Cole, September 1997
17. Phase 1 and 2 Cultural Resources Study for 100 State Street, prepared by Alexandra Cole, November 1997
18. Addendum to Report on 100 State Street, prepared by Alexandra Cole, June 1998
19. Soils Investigation, prepared by Martin, Northart and Spencer, June 19, 1997 (without appendices)
20. Noise and Vibration Analysis Report, prepared by Dudek and Associates, October 5, 1998
21. Supplement to the October 1998 Noise and Vibration Report for the Entrada de Santa Barbara, May 1999
22. Memorandunm from Transporation Division, dated May 5, 1999
23. Preliminary Drainage Report, prepared by Penfield and Smith, September 24, 1998

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

1995 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

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

Santa Barbara Municipal Code & City Charter

Special District Map

Uniform Building Code as adopted by City

Zoning Ordinance & Zoning Map

Phase 1 Archeological Resources Survey, Heather Macfarlane, June 10, 1997 (not available for public review)

Traffic and Parking Study, Kaku and Associates, August, 1998 (including supplemental data dated September 28, 1998)

Revised Traffic and Parking Study, Kaku and Associates, dated May 1999

Preliminary Drainage Report, Penfield and Smith, September 24, 1998

Final Environmental Impact Report for the Waterfront Hotel and Youth Hostel Project (SCH 92091038), Interface Corp. for the City of Santa Barbara, June 18, 1993

Photo Simulation View Studies, B3 Architects and The La Jolla Group, 1998-99

Initial Study for proposed Entrada De Santa Barbara project, prepared by City of Santa Barbara Planning Division, December 1998

Revised Initial Study for proposed Entrada De Santa Barbara project, prepared by City of Santa Barbara Planning Division, January 1999

Letter from B3 Architects, dated March 3, 1999, summarizing changes to project design as of that date

Letter from B3 Architects, dated April 8, 1999, , summarizing changes to project design as of that date

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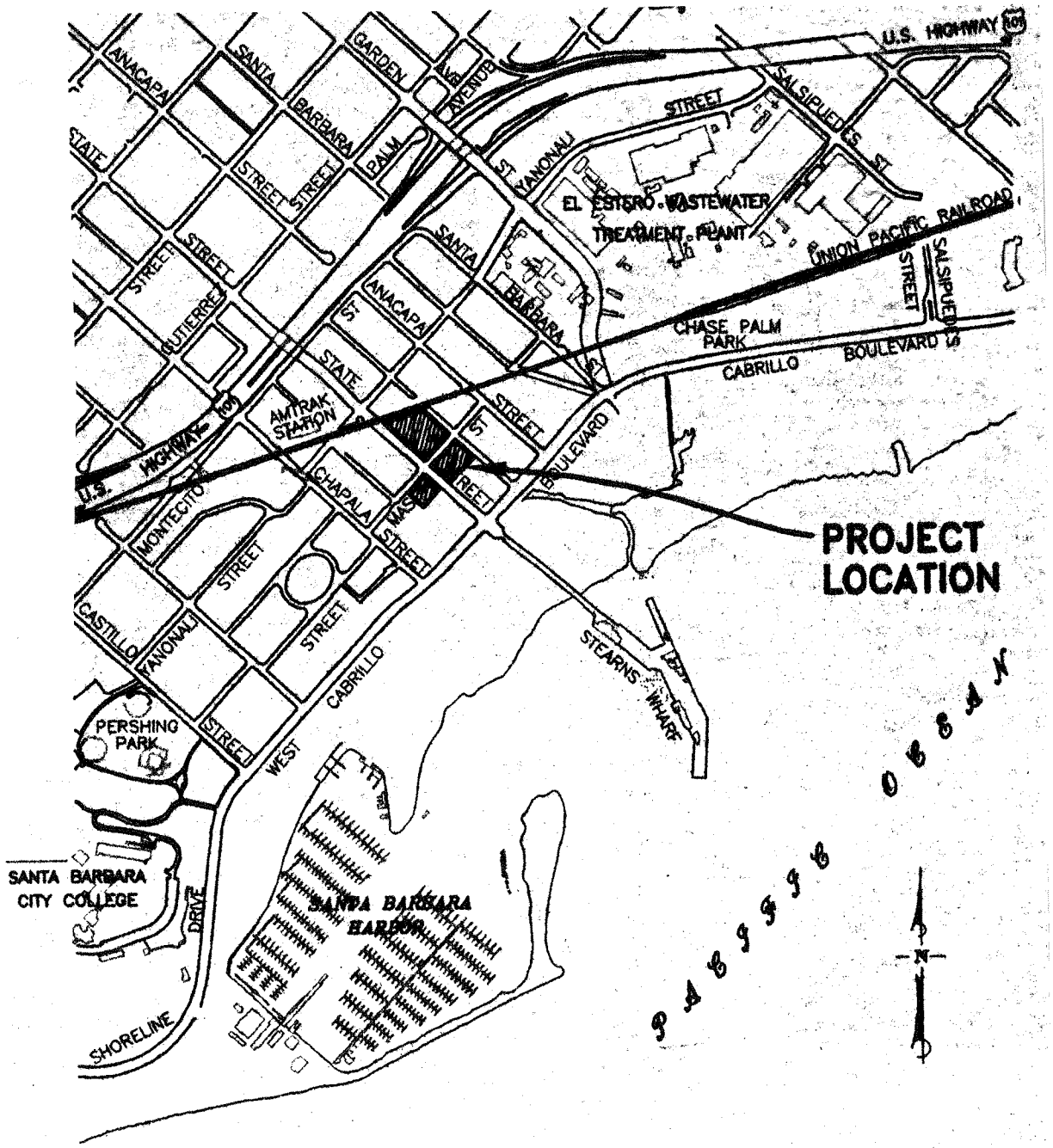
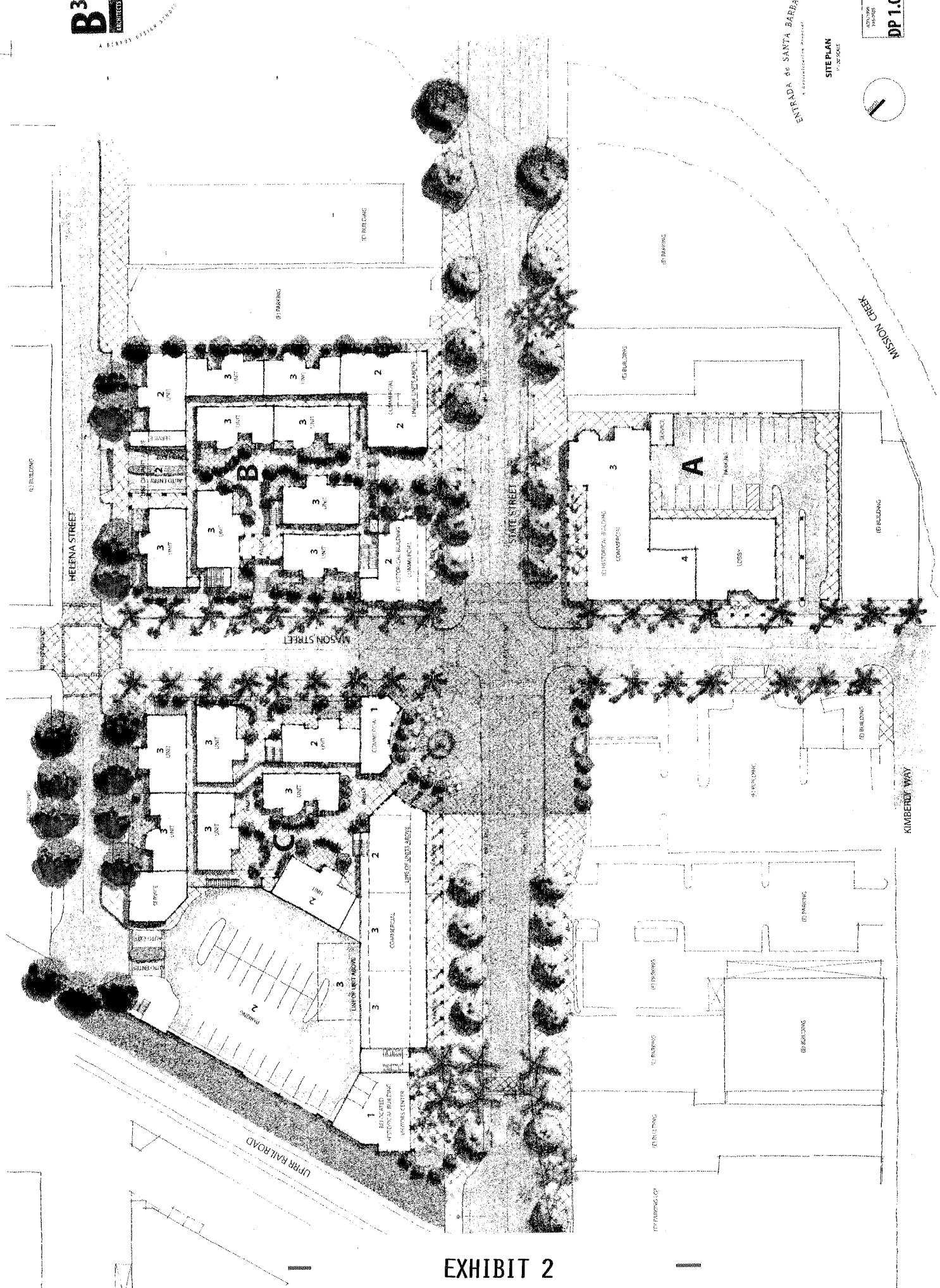

U.S. HIGHWAY 101
ANACAPA
SANTA BARBARA
GARDEN
AVENUE
STATE
STREET
PALM
YANONALI
SALSIPUEDES
EL ESTERO WASTEWATER TREATMENT PLANT
UNION PACIFIC RAILROAD
CHASE PALM PARK
CABRILLO BOULEVARD
GUTIERREZ
AMTRAK STATION
HIGHWAY 101
MONTECITO
CHAPALA
MASON
BOULEVARD
PROJECT LOCATION
CASTILLO
STEARNS WHARF
PERSHING PARK
WEST
SANTA BARBARA CITY COLLEGE
DRIVE
SANTA BARBARA HARBOR
SHORELINE
PACIFIC OCEAN
N

EXHIBIT 1



B3 ARCHITECTS
ENTRADA de SANTA BARBA
SITE PLAN
DP 1.0
HELENA STREET
MASON STREET
STATE STREET
MISSION CREEK
KIMBERLY WAY
UPRR RAILROAD
A
B
C
(E) BUILDING
(E) PARKING
(E) HISTORICAL BUILDING
COMMERCIAL
LOBBY
SERVICE
PARKING
UNIT
LINE OF UNITS ABOVE
LINE OF UNIT ABOVE
RELOCATED HISTORICAL BUILDING
VISITORS CENTER

EXHIBIT 2

ENTRADA de SANTA BARBARA

PROJECT STATISTICS

29 Apr 1999

AREA A

SITE AREA 20,808 SQ FT / .48 ACRE

	STREET LEVEL	SECOND LEVEL	THIRD LEVEL	FOURTH LEVEL	TOTALS	PREVIOUS 4.8.1999 SUBMITTAL TOTALS	COMPARISON
UNIT QUANITY		10	10	6	**26**	26	0
UNIT SQ FT		13,232	13,352	7,850	**34,434**	34,434	0
EXTERIOR DECK SQ FT		5,232	694	3,891	**9,817**	9,817	0
COMMON SPACE SQ FT	3,922	2,048	1,928	1,440	**9,338**	9,338	0
EXTERIOR CIRCULATION SQ FT					**0**	0	0
PARKING SPACES	17				**17**	17	0
PARKING SQ FT	9,749				**9,749**	9,749	0
COMMERCIAL SQ FT	5,368				**5,368**	5,368	0
TRASH/UTILITY	378				**378**	378	0
SITE PAVING & LANDSCAPE	1,769				**1,769**	1,769	0

AREA B

SITE AREA 32,510 SQ FT / .75 ACRE

	BELOW GRADE	STREET LEVEL	SECOND LEVEL	THIRD LEVEL		TOTALS	PREVIOUS 4.8.1999 SUBMITTAL TOTALS	COMPARISON
UNIT QUANITY		9	13	8		**30**	28	2
UNIT SQ FT		10,350	14,950	9,200		**34,500**	37,800	-3,300
EXTERIOR DECK SQ FT		1,800	2,600	1,600		**6,000**	5,361	639
COMMON SPACE SQ FT	130	130	130	130		**520**	2,763	-2,243
EXTERIOR CIRCULATION SQ FT		2,037	2,655	2,505		**7,197**	7,329	-132
PARKING SPACES	48					**48**	46	2
PARKING SQ FT	19,690					**19,690**	19,663	27
COMMERCIAL SQ FT		4,588				**4,588**	4,570	18
TRASH/UTILITY		370				**370**	440	-70
SITE PAVING & LANDSCAPE		15,035				**15,035**	14,550	485

AREA C

SITE AREA 51,463 SQ FT / 1.18 ACRE

	BELOW GRADE	STREET LEVEL	SECOND LEVEL	THIRD LEVEL		TOTALS	PREVIOUS 4.8.1999 SUBMITTAL TOTALS	COMPARISON
UNIT QUANITY		7	10	8		**25**	27	-2
UNIT SQ FT		8,050	11,500	9,200		**28,750**	34,700	-5,950
EXTERIOR DECK SQ FT		1,400	2,000	6,162		**9,562**	12,611	-3,049
COMMON SPACE SQ FT	2,498	785	350	1,808		**5,441**	8,549	-3,108
EXTERIOR CIRCULATION SQ FT	950	2,608	3,486	3,154		**9,248**	9,087	161
PARKING SPACES	58	36	37	14		**145**	204	-59
PARKING SQ FT	20,951	16,165	16,165	6,500		**59,781**	90,336	-30,555
COMMERCIAL SQ FT		7,576				**7,576**	7,788	-212
VISITORS CENTER SQ FT		2,000				**2,000**	0	2,000
TRASH/UTILITY		741				**741**	264	477
SITE PAVING & LANDSCAPE		13,538				**13,538**	11,545	1,993

SUMMARY

SITE AREA 104,781 SQ FT / 2.41 ACRE

	BELOW GRADE	STREET LEVEL	SECOND LEVEL	THIRD LEVEL	FOURTH LEVEL	TOTALS	PREVIOUS 4.8.1999 SUBMITTAL TOTALS	COMPARISON
UNIT QUANITY		16	33	26	6	**81**	81	0
UNIT SQ FT		18,400	39,682	31,752	7,850	**97,684**	106,934	-9,250
EXTERIOR DECK SQ FT		3,200	9,832	8,456	3,891	**25,379**	27,789	-2,410
COMMON SPACE SQ FT	2,628	4,837	2,528	3,866	1,440	**15,299**	20,650	-5,351
EXTERIOR CIRCULATION SQ FT		4,645	6,141	5,659		**16,445**	16,416	29
PARKING SPACES	106	53	37	14		**210**	267	-57
PARKING SQ FT	40,641	25,914	16,165	6,500		**89,220**	119,748	-30,528
COMMERCIAL SQ FT		17,532				**17,532**	17,726	-194
VISITORS CENTER SQ FT		2,000				**2,000**	0	2,000
TRASH/UTILITY		1,489				**1,489**	1,082	407
SITE PAVING & LANDSCAPE		30,342				**30,342**	27,864	2,478

NOTES

UNITS CALCULATED AT 1,150 SQ FT AVERAGE IN B & C

EXTERIOR DECKS CALCULATED AT 200 SQ FT AVERAGE PER UNIT IN B & C

EXHIBIT 3

LAND USE MAP

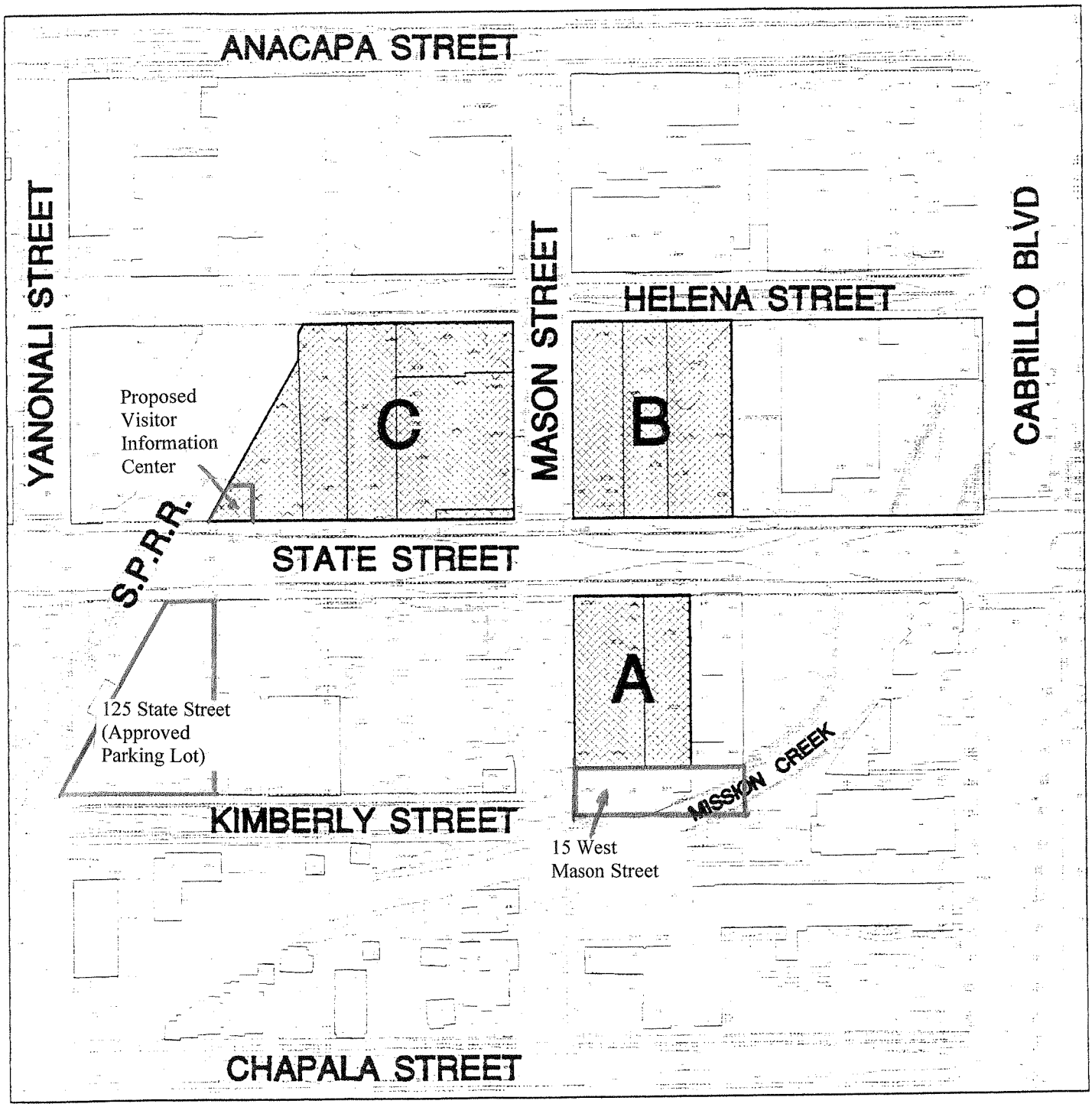


EXHIBIT 4

ENTRADA de SANTA BARBARA

AREA A

APN 033.102.004 - 033.102.014
MEASURE 'E' ANALYSIS
April 30, 1999

AREA A - AVAILABLE MEASURE 'E' RIGHTS

TEDR from Area B	647
TEDR from 100 West Carrillo	1,311
Existing Commercial Building square footage on site	13,648
.25 lot area for 1 existing vacant parcel	2,050
1,000 sq ft minor addition added to each existing building/parcel	2,000
TOTAL SQUARE FOOTAGE AVAILABLE	**26,406**
Existing hotel rooms on site	96
Deduct 55 hotel rooms transferred to Areas B & C (30 rooms to Area B and 25 rooms to Area C)	**(55)**
TOTAL HOTEL ROOMS AVAILABLE FOR AREA A	**41**

AREA A - PROPOSED PROJECT

Commercial Space	5,368
Vacation ownership common space	9,338
TOTAL SQUARE FOOTAGE PROPOSED	**14,706**
Vacation ownership units	26

The vacation ownership units in Area A average 1,335 sq ft in size. Each unit consists of an 885 sq ft (average) primary suite and a 450 sq ft lockout suite.

ANALYSIS

STEP 1	Total square footage available	26,406
	Deduct proposed commercial and vacation ownership Common space	(14,706)
	REMAINING SQUARE FOOTAGE SURPLUS	**11,700**
STEP 2	Remaining square footage surplus	11,700
	Deduct 11 - 450 sq ft vacation ownership lockout suites (450 X 26= 11,700 sq ft)	(11,700)
	REMAINING SQUARE FOOTAGE SURPLUS	**0**
STEP 3	Hotel rooms available	41
	Deduct 15 rooms for remaining 15 vacation ownership lockout units	(15)
	Remaining hotel rooms available	26
STEP 4	Hotel rooms available	26
	Deduct vacation ownership primary suites	(26)
	REMAINING HOTEL ROOMS AVAILABLE	**0**

EXHIBIT 5

ENTRADA de SANTA BARBARA

AREA B

APN 033.111.001 - 033.111.002 - 033.111.003
MEASURE 'E' ANALYSIS
April 30, 1999

AREA B - AVAILABLE MEASURE 'E' RIGHTS

TEDR from 100 West Carrillo	0
Existing commercial building square footage on site	12,600
.25 lot area for 1 existing vacant parcel	2,251
1,000 sq ft minor addition added to each existing building / parcel	3,000
TOTAL SQUARE FOOTAGE AVAILABLE	**17,851**
Existing hotel rooms on site	0
TEDR hotel rooms from Area A	30
TOTAL HOTEL ROOMS AVAILABLE	**30**

AREA B - PROPOSED PROJECT

Commercial space	4,588
Vacation ownership common space	520
TOTAL SQUARE FOOTAGE PROPOSED	5,108
Vacation ownership units	28

The vacation ownership units in Area B average 1,150 sq ft in size. Each unit consists of an 800 sq ft (average) primary suite and a 350 sq ft lockout suite.

ANALYSIS

STEP 1	Total square footage available	17,851
	Deduct proposed commercial and vacation ownership Common space	(5,108)
	REMAINING SQUARE FOOTAGE SURPLUS	**12,743**
STEP 2	Remaining square footage surplus	12,743
	Deduct 30 - 350 sq ft vacation ownership lockout suites (350 X 30= 10,500 sq ft)	(10,500)
	REMAINING SQUARE FOOTAGE SURPLUS	**2,243***
STEP 3	Hotel rooms available	30
	Deduct vacation ownership primary suites	(30)
	REMAINING HOTEL ROOMS AVAILABLE	**0**

* Transfer 647 square feet to Area A and 1,596 square feet to Area C

ENTRADA de SANTA BARBARA

AREA C

APN 033.081.003 - 033.081.004 - 033.081.005 - 033.081.010 - 033.010.004
MEASURE 'E' ANALYSIS
April 30, 1999

AREA C - AVAILABLE MEASURE 'E' RIGHTS

TEDR from Area B	1,596
TEDR from 100 West Carrillo	0
Existing commercial building square footage on site	12,670
.25 lot area for 1 existing vacant parcel	2,501
1,000 sq ft minor addition added to each existing building / parcel	5,000
TOTAL SQUARE FOOTAGE AVAILABLE	**21,767**
Existing hotel rooms on site	0
TEDR hotel rooms from Area A	25
TOTAL HOTEL ROOMS AVAILABLE	**25**

AREA C - PROPOSED PROJECT

Commercial space	7,576
Vacation ownership common space	5,441
Visitor Center**	
TOTAL SQUARE FOOTAGE PROPOSED	13,017
Vacation ownership units	27

The vacation ownership units in Area C average 1,150 sq ft in size. Each unit consists of an 800 sq ft (average) primary suite and a 350 sq ft lockout suite.

ANALYSIS

STEP 1	Total square footage available	21,767
	Deduct proposed commercial and vacation ownership Common space	(13,017)
	REMAINING SQUARE FOOTAGE SURPLUS	**8,750**
STEP 2	Remaining square footage surplus	8,750
	Deduct 25 - 350 sq ft vacation ownership lockout suites (350 X 25= 8,750 sq ft)	(8,750)
	REMAINING SQUARE FOOTAGE SURPLUS**	**0**
STEP 3	Hotel rooms available	25
	Deduct vacation ownership primary suites	(25)
	REMAINING HOTEL ROOMS AVAILABLE	0

** The square footage for Visitor Center space to be provided by City/RDA as Community Priority square footage and, therefore, is not included in this analysis

ENTRADA de SANTA BARBARA

EXISTING BUILDING USES

AREA A

A.P.N.	ADDRESS	BUSINESS NAME	EXISTING USE	BUILDING SQUARE FEET
033.102.004	35 STATE STREET	CALIFORNIAN HOTEL	HOTEL	33,004
		ROCKY'S	RESTAURANT	3,392
		TAI PAN	RESTAURANT	2,849
033.102.014	N/A	N/A	PARKING	0
SUBTOTAL				**39,245**

AREA B

A.P.N.	ADDRESS	BUSINESS NAME	EXISTING USE	BUILDING SQUARE FEET
033.111.001	36 STATE STREET	HOT SPOTS	RESTAURANT	1,352
		SANTA BARBARA RESORT WEAR	RETAIL	1,352
		T SHIRTS	RETAIL	7,496
033.111.002	N/A	N/A	PARKING	0
033.111.003	22 STATE STREET	BEACH RENTALS	BIKE RENTAL	2,400
			PARKING	0
SUBTOTAL				**12,600**

AREA C

A.P.N.	ADDRESS	BUSINESS NAME	EXISTING USE	BUILDING SQUARE FEET
033.081.010	100 STATE STREET	PADDLE SPORTS	RETAIL / RENTAL	2,160
		WINE TASTING	RETAIL	260
		SANTA BARBARA RESORT WEAR	RETAIL	780
		JANSEN MARINE	BOAT REPAIR	815
			PARKING	
	110 STATE STREET	WORLD OF MAGIC	RETAIL	6,135
033.081.005	N/A	VACANT SPACE	N/A	1,000
			PARKING	
033.081.004	N/A	N/A	PARKING	
033.081.003	120 STATE STREET	EARL'S AUTO RENTAL	AUTO RENTAL	200
		AUTO DETAIL	AUTO DETAILING	440
			PARKING	
033.010.004	120 STATE STREET	RICH MOTORS	AUTO SALES	800
		AUTO DETAIL	AUTO DETAILING	80
			PARKING	
SUBTOTAL				**12,670**

EXHIBIT 6

ENTRADA DE SANTA BARBARA
MITIGATION MONITORING AND REPORTING PROGRAM

PURPOSE

The purpose of the Entrada de Santa Barbara 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.

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 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.

Entrada de Santa Barbara
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING/ FREQUENCY	COMPLIANCE CHECK	VERIF-ICATION
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 demo/ grading/ building plan check and throughout construction period	City Planning and Building Divisions	
AQ-2	Trucks transporting fill shall be covered.	Contractor	PEC	Ensure requirement shown on building plans and carried out on site	At demo/ grading/ building plan check and throughout construction period	City Planning and Building Divisions	
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 demo/ grading/ building plan check and throughout construction period	City Planning and Building Divisions	

Entrada de Santa Barbara
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING/ FREQUENCY	COMPLIANCE CHECK	VERIF-ICATION
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 demo/ grading/ building plan check and throughout construction period	City Planning and Building Divisions	
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 demo/ grading/ building plan check and throughout construction period	City Planning and Building Divisions	
AQ-6	Prepare an Odor and Smoke Abatement Plan prior to the issuance of a building permit for any restaurant use within the project.	Applicant	PEC	Ensure that abatement plan mitigates odor and smoke impacts	At building plan check	City Planning Division and APCD	
CR-1	Document buildings at 35, 36, and 100 State Street per City Standards prior to demolition or alteration.	Applicant	PEC	Ensure that buildings are properly documented	At demo/ grading plan check	City Planning Division	

Entrada de Santa Barbara
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING/ FREQUENCY	COMPLIANCE CHECK	VERIF-ICATION
CR-2	Provide for on-site archeological monitoring during ground disturbing activities.	Contractor	PEC	Ensure that recommendations from Phase 1 archeological study are complied with	At demo/ grading/ building plan check and throughout construction period	City Planning and Building Divisions	
HAZ-1	A complete site assessment shall be prepared delineating the vertical and lateral extent of the contamination.	Applicant	PEC	Prepare site assessment as required by County protective Services Division	At demo/ grading/ building plan check and throughout construction period	City Planning and Building Divisions, County Protective Services Division	
HAZ-2	Demonstrate compliance with all applicable federal, state, and local regulations relative to remediation of hazardous materials on the subject property.	Applicant	PEC	Ensure that all applicable regulations are complied with	At demo/ grading/ building plan check and throughout construction period	City Planning and Building Divisions, County Protective Services Division	

Entrada de Santa Barbara
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING/ FREQUENCY	COMPLIANCE CHECK	VERIF-ICATION
HAZ-3	An Emergency Response Plan which addresses evacuation of the development in the event of a train derailment or release of hazardous materials from a train car.	Applicant	PEC	Develop and implement plan in accordance with applicable regulations	Prior to issuance of Certificate of Occupancy	City Police and Fire Departments	
HAZ-4	Safety procedures and evacuation routes shall be posted throughout the development, and a "safety coordinator" shall designated for the development.	Applicant	PEC	Ensure requirement carried out on site	Prior to issuance of Certificate of Occupancy	City Police and Fire Departments	

Entrada de Santa Barbara
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING/ FREQUENCY	COMPLIANCE CHECK	VERIF-ICATION
HAZ-5	The development shall be constructed with fire retardant materials and shall have smoke detectors uniformly installed throughout the project site.	Contractor	PEC	Ensure requirement shown on building plans and carried out on site	At building plan check and throughout construction period	City Fire Department	
HAZ-6	Fire sprinkler systems shall be installed where code and the Fire Chief indicate they are necessary, with special emphasis on the portions of the development which are located immediately adjacent to the areas which could be directly impacted by a train derailment.	Contractor	PEC	Ensure requirement shown on building plans and carried out on site	At building plan check and throughout construction period	City Fire Department	

Entrada de Santa Barbara
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING/ FREQUENCY	COMPLIANCE CHECK	VERIF-ICATION
HAZ-7	The rear wall of the parking structure directly adjacent to the railroad tracks shall be designed and constructed in a manner which provides for the optimum resistance to damage from a train collision.	Contractor	PEC	Ensure requirement shown on building plans and carried out on site	At building plan check and throughout construction period	City Building Division	
NOISE-1	An interior noise analysis for the vacation ownership units identified in the Noise Analysis shall be prepared and include measures to attenuate interior noise levels to 45 dB(A) Ldn, including air-conditioning and/or mechanical ventilation, or the inclusion of sound-rated windows.	Applicant	PEC	Ensure requirement shown on building plans and carried out on site	At building plan check and throughout construction period	City Planning and Building Divisions	

Entrada de Santa Barbara
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING/ FREQUENCY	COMPLIANCE CHECK	VERIF-ICATION
NOISE 2	Provide an exterior noise anaysis for the recreation area on Site C verifying that proposed noise attenuation measures reduce noise to 70 dB(A)L_{dn}.	Owner	Planning Division	Ensure that the required noise analysis is submitted to the Environmental Analyst for review. Ensure that the noise level for the recreation area on Site C is 70 dB(A)L_{dn} or quieter.	Prior to issuance of Certificate of Occupancy	City Planning Division	
Recommended NOISE-3	Parking lot sweeping and trash pickup operations shall be prohibited on the project site between the hours of 10:00 p.m. and 7:00 a.m.	Owner	Owner	Ensure requirement carried out on site	Ongoing	City Planning Division and Police Department	
Recommended NOISE-4	Noise generating construction activity prohibited Saturdays, Sundays, holidays and between 7 p.m. and 7 a.m.	Contractor	PEC	Ensure requirement shown on building plans and carried out on site	At demo/ grading/ building plan check and throughout construction period	City Planning and Building Divisions	

Recommended NOISE-5	All construction equipment shall be professionally maintained and fitted with mufflers.	Contractor	PEC	Ensure requirement shown on building plans and carried out on site	At demo/ grading/ building plan check and throughout construction period	City Planning and Building Divisions	
Recommended NOISE-6	The buildings located adjacent to Sites B and C should be evaluated by a structural engineer to ensure that the buildings are not fragile or extremely fragile. If these buildings are considered fragile or extremely fragile, the applicant shall propose an alternative method of pile driving.	Applicant	PEC	Ensure requirement shown on building plans and carried out on site	At building plan check and throughout construction period	City Planning Division and Building Divisions	
Recommended PS-1	A source reduction/recycling plan shall be prepared and approved for the project, including measures for recycling of demolition materials.	Applicant	PEC	Ensure plan prepared and approved	Prior to issuance of demo or building permit	City Planning Division and County Solid Waste Division	

Recommended PS-2	Storage area/bins for recyclable materials shall be provided.	Applicant	PEC	Ensure that storage area shown on building plans and provided on site	At building plan check and prior to issuance of Certificate of Occupancy	City Planning and Building Divisions	
TC-1	Route of construction traffic shall be established to minimize trips through surrounding residential neighborhoods.	Contractor	PEC	Obtain approval for route and carry out on site	At demo/ grading/ building plan check and throughout construction period	City Transportation and Building Divisions	
TC-2	On-site or off-site free construction parking and construction material storage shall be provided.	Contractor	PEC	Obtain approval for parking and storage area and carry out on site	At demo/ grading/ building plan check and throughout construction period	City Transportation and Building Divisions	
TC-3	A plan for rerouting of vehicular and pedestrian traffic around the project area during project construction shall be submitted by the applicant.	Contractor	PEC	Obtain approval for traffic control plan	At demo/ grading/ building plan check and throughout construction period	City Transportation and Building Divisions	

Recommended WTR-1	Install oil/water separator or employ other Best Management Practices (BMP) to treat parking lot runoff.	Contractor	PEC	Ensure requirement shown on building plans and installed on site	At demo/ grading/ building plan check and throughout construction period	City Planning and Building Divisions, and City Public Works Department	

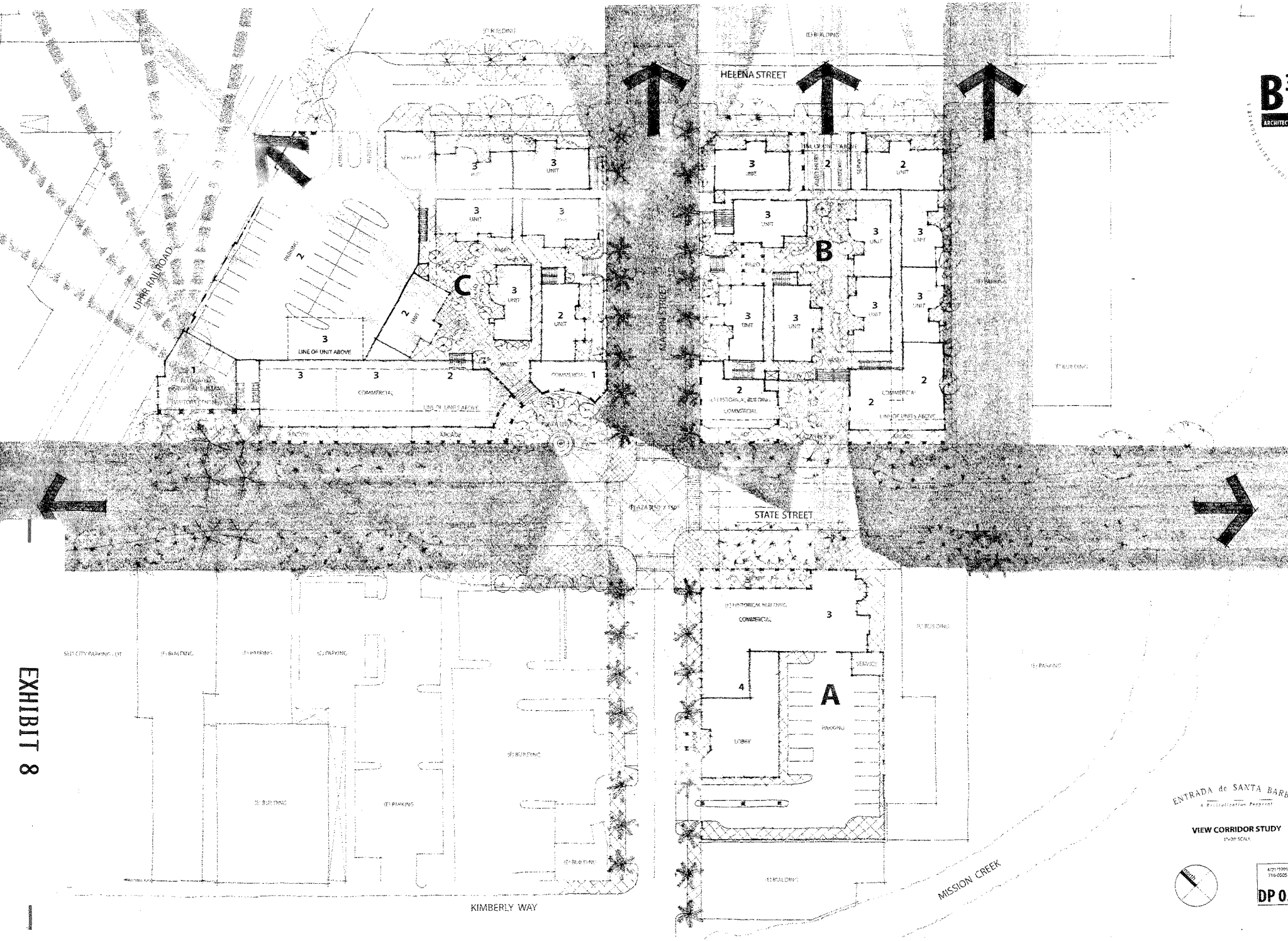
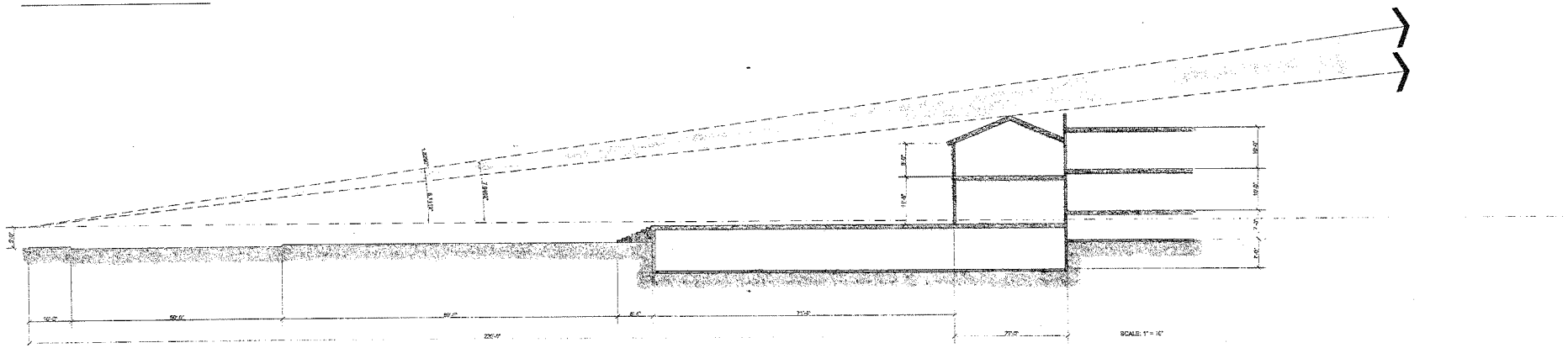
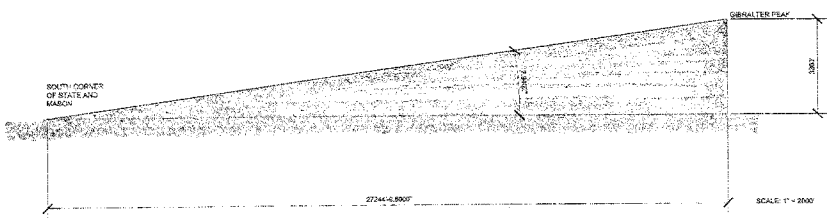

HELENA STREET
STATE STREET
KIMBERLY WAY
MISSION CREEK
UPPER RAILROAD
MASON STREET
A
B
C
COMMERCIAL
LINE OF UNIT ABOVE
LOBBY
PARKING
ARCADE
ENTRADA de SANTA BARB
VIEW CORRIDOR STUDY

EXHIBIT 8

PROFILE D





ENTRADA de SANTA BARBA

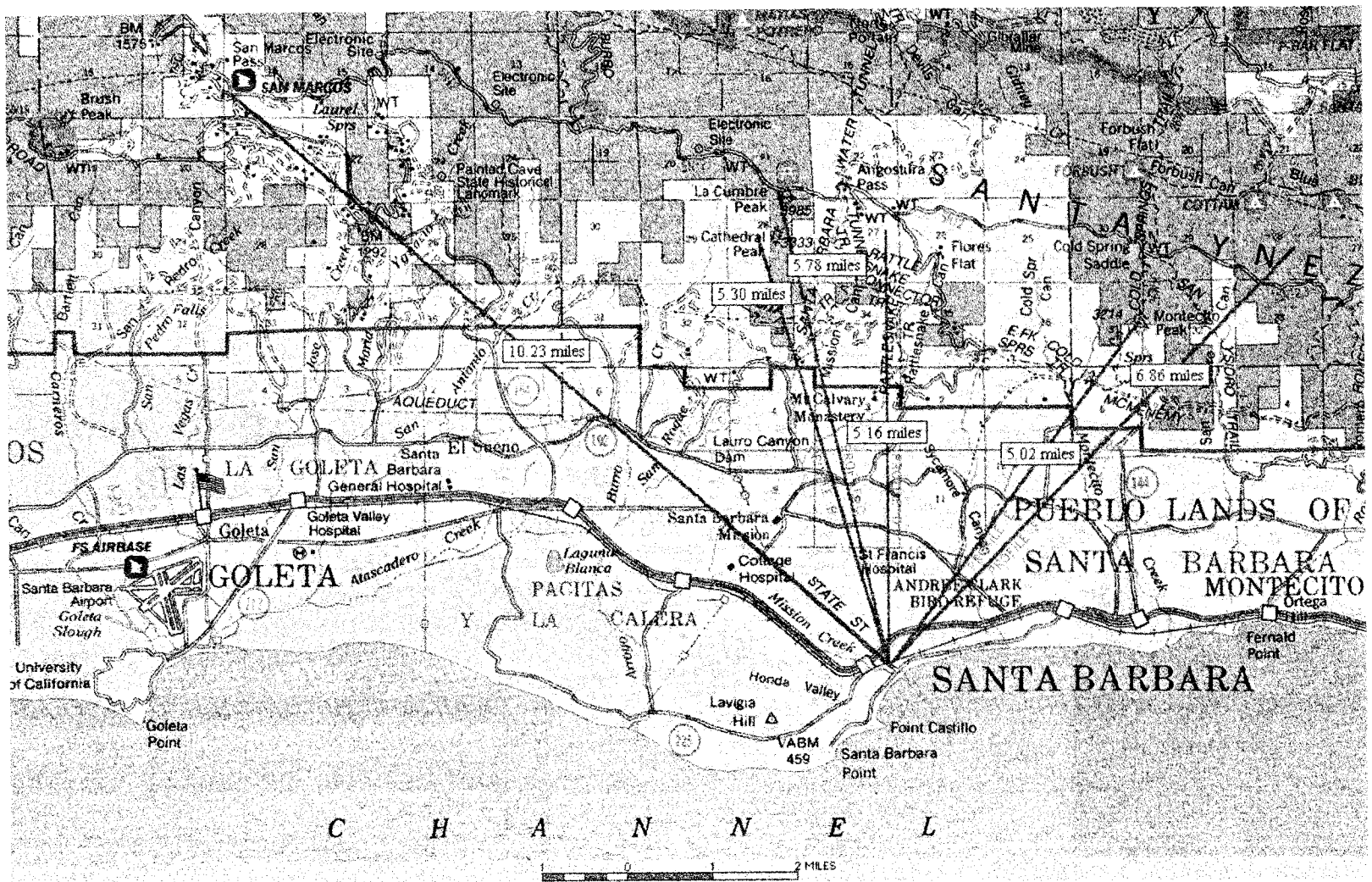
A Revitalization Program

VIEW CORRIDOR STUDY

1"=20' SCALE

4/21/1999

DP 0.0

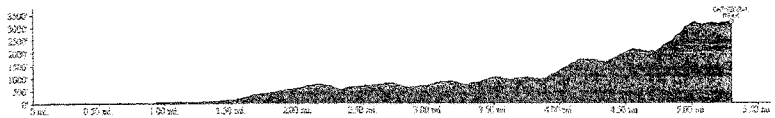


PROFILE SECTIONS

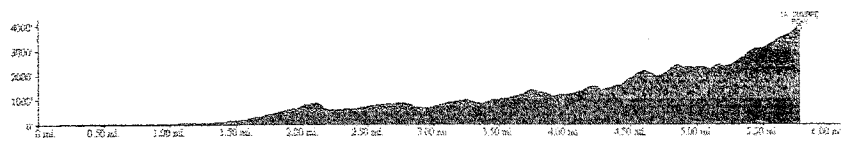
Penfield Smith ENGINEERS SURVEYORS

SHEET 1 OF 2

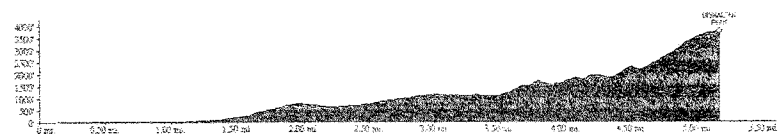
PROFILE A
LOOKING NORTHWESTERLY (UP STATE STREET)



PROFILE B
LOOKING TOWARD CATHEDRAL PEAK

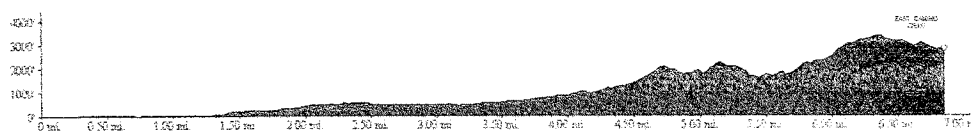


PROFILE C
LOOKING TOWARD LA CUMBRE PEAK



PROFILE D
LOOKING TOWARD GIBRALTAR PEAK

PROFILE E
LOOKING TOWARD MONTECITO PEAK



PROFILE F
LOOKING NORTHEASTERLY (UP MASON STREET)

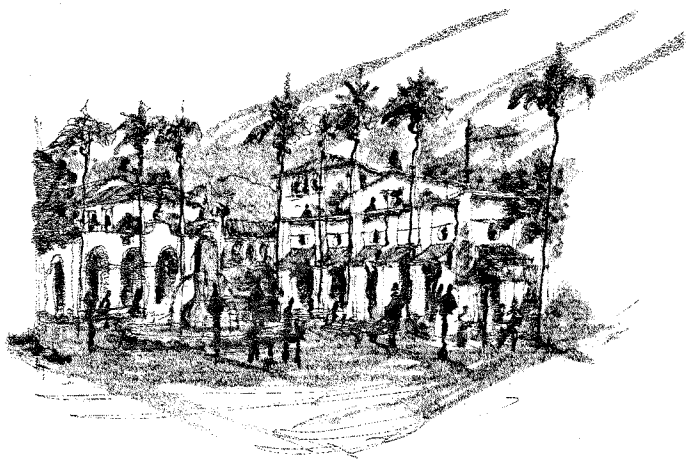
PROFILE SECTIONS

HORIZONTAL SCALE: 1 INCH = 2000 FEET
VERTICAL SCALE: 1 INCH = 2000 FEET

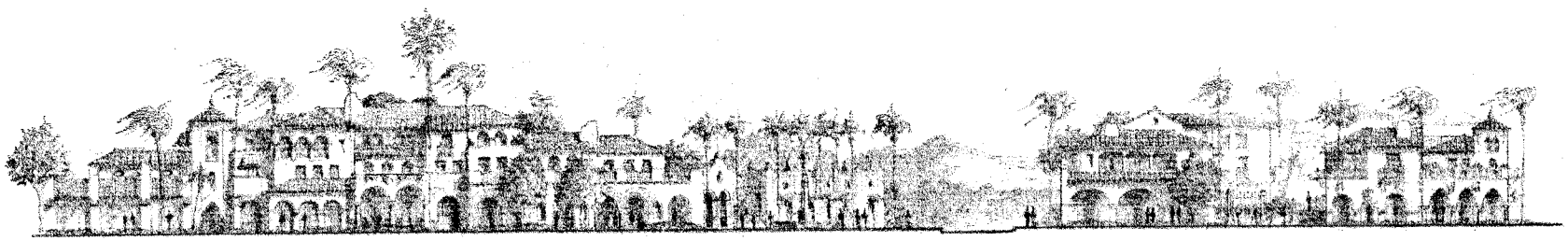
SHEET 2 OF 2

Penfield & Smith
ENGINEERS • SURVEYORS

EXHIBIT 9



VIEW CORRIDOR
STATE AT MASON PERSPECTIVE



STATE STREET ELEVATION
AREA A AND AREA B

B3 ARCHITECTS
A BERKUS DESIGN STUDIO

ENTRADA de SANTA BARBA
A Mixed-Use Project Proposal

ARCHITECTURAL CHARACTER
1"=20' SCALE

4/21/1999
716-0505

DP 0.0

Entrada de Santa Barbara

Dolphin Fountain View

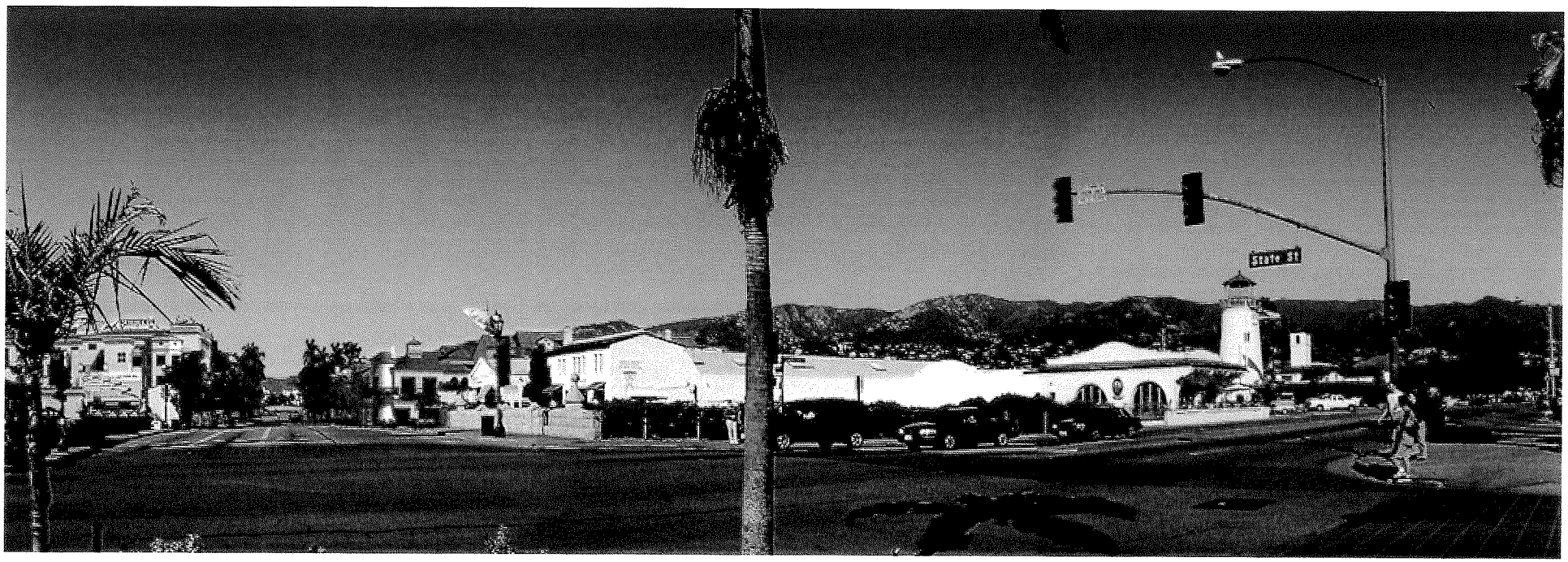
Existing

EXHIBIT 10

Entrada de Santa Barbara

Dolphin Fountain View

Proposed



Entrada de Santa Barbara

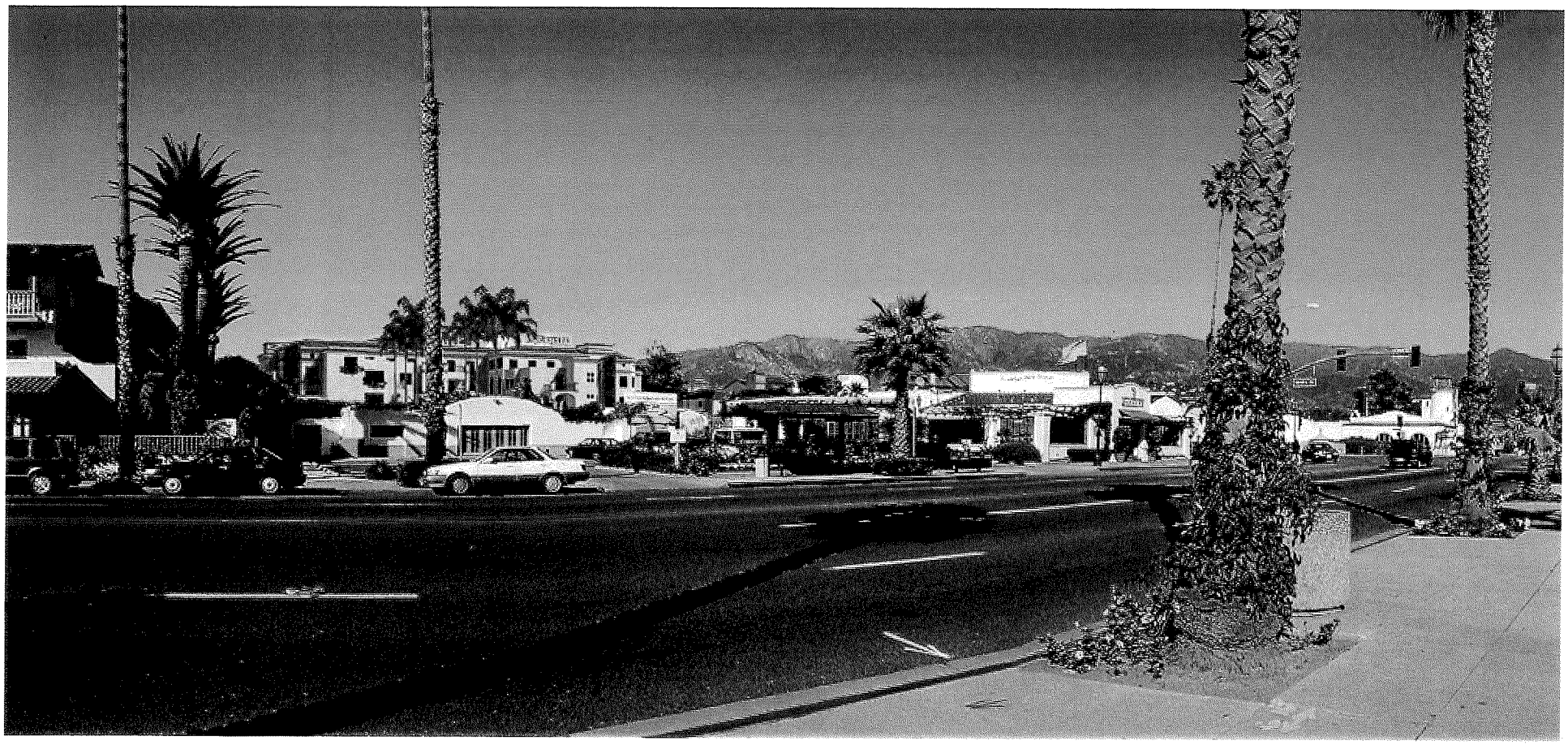
Cabrillo Boulevard View

Existing

Entrada de Santa Barbara

Cabrillo Boulevard View

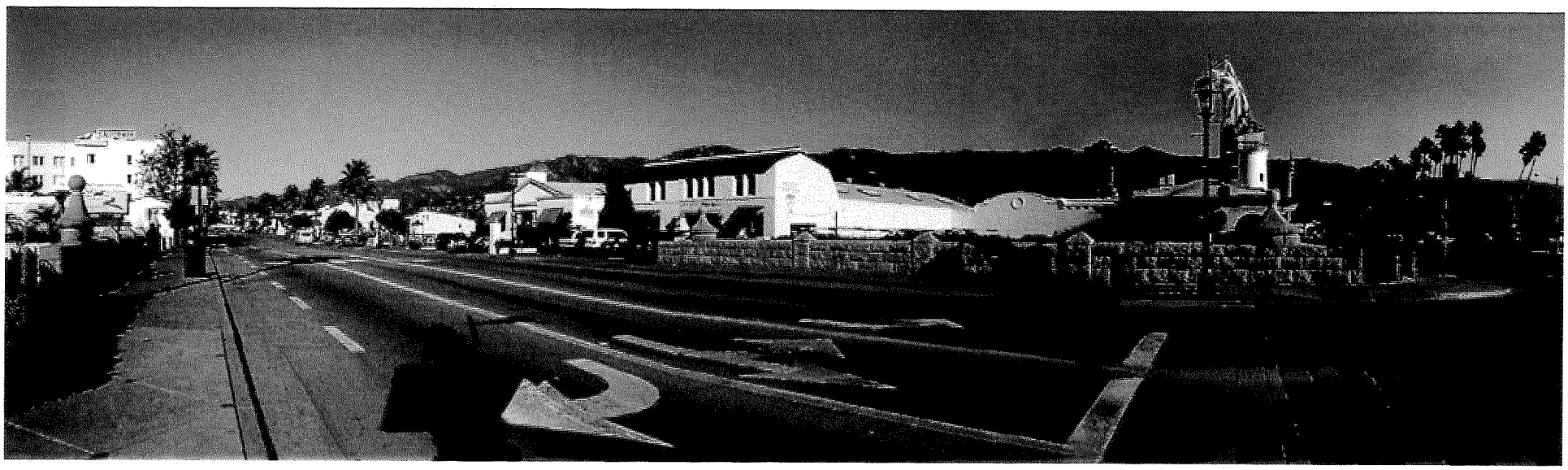
Proposed



Entrada de Santa Barbara

Eladio's View

Existing



Entrada de Santa Barbara

Eladio's View

Proposed

ENTRADA DE SANTA BARBARA

05/1/99

SETBACK AREA STATISTICS

AREA A

	REQUIRED SETBACK AREA	BUILDING AREA WITHIN REQUIRED SETBACK	SETBACK AREA IN ADDITION TO REQUIRED SETBACK	PROPOSED SETBACK AREA**	PROPOSED ARCADE AREA	PROPOSED PASEO AREA
STREET LEVEL	1,139	851	471	759	876	0
SECOND LEVEL	1,139	836	4,797	5,100	0	0
THIRD LEVEL	1,139	836	4,724	5,027	0	0
SUBTOTAL	3,417	2,523	9,992	10,886	876	0

AREA B

	REQUIRED SETBACK AREA	BUILDING AREA WITHIN REQUIRED SETBACK	SETBACK AREA IN ADDITION TO REQUIRED SETBACK	PROPOSED SETBACK AREA**	PROPOSED ARCADE AREA	PROPOSED PASEO AREA
STREET LEVEL	7,991	2,770	3,068	8,289	1,142	3,999
SECOND LEVEL	9,701	3,525	2,229	8,405	0	3,999
THIRD LEVEL	9,701	850	6,490	15,341	0	3,999
SUBTOTAL	27,393	7,145	11,787	32,035	1,142	11,997

AREA C

	REQUIRED SETBACK AREA	BUILDING AREA WITHIN REQUIRED SETBACK	SETBACK AREA IN ADDITION TO REQUIRED SETBACK	PROPOSED SETBACK AREA**	PROPOSED ARCADE AREA	PROPOSED PASEO AREA
STREET LEVEL	13,675	7,034	802	7,443	1,320	4,459
SECOND LEVEL	13,675	3,854	4,552	14,373	0	3,879
THIRD LEVEL	13,675	1,754	14,887	26,808	0	4,331
SUBTOTAL	41,025	12,642	20,241	48,624	1,320	12,669

SUMMARY

	REQUIRED SETBACK AREA	BUILDING AREA WITHIN REQUIRED SETBACK	SETBACK AREA IN ADDITION TO REQUIRED SETBACK	PROPOSED SETBACK AREA**	PROPOSED ARCADE AREA	PROPOSED PASEO AREA
STREET LEVEL	22,805	10,655	4,341	16,491	3,338	8,458
SECOND LEVEL	24,515	8,215	11,578	27,878	0	7,878
THIRD LEVEL	24,515	3,440	26,101	47,176	0	8,330
TOTAL	71,835	22,310	42,020	91,545	3,338	24,666

NOTES

THE REQUIRED SETBACK AREA ASSUMES A 20 FOOT SETBACK AT ALL LEVELS

THE SQUARE FOOTAGE OCCUPIED BY EXISTING HISTORICAL BUILDINGS WITHIN REQUIRED SETBACKS IS DEDUCTED FROM THE REQUIRED SETBACK AREA.

THE AREA OF COVERED ARCADES IS NOT INCLUDED IN THE PROPOSED SETBACK AREA.

THE AREA OF PASEOS IS NOT INCLUDED IN THE PROPOSED SETBACK AREA.

ALL NUMBERS INDICATE SQUARE FEET.

EXHIBIT 11

**Required setback area plus setback area in addition to required setback less building area within required setback.

ENTRADA DE SANTA BARBARA

SETBACK AREA ANALYSIS
PROJECT AREA WITHIN REQUIRED SETBACK

May 3, 1999

	Building Area Within Required Setback
Area A	
Street Level	851
Second Level	836
Third Level	836
SUBTOTAL	2,523
Area B	
Street Level	2,770
Second Level	3,525
Third Level	850
SUBTOTAL	7,145
Area C	
Street Level	7,034
Second Level	3,854
Third Level	1,754
SUBTOTAL	12,642
Summary	
Street Level	10,655
Second Level	8,215
Third Level	3,440
TOTAL	22,310

NOTES

The required setback area assumes a 20 foot setback at all levels.

The square footage occupied by existing historical buildings within required setbacks is not included as building area within the required setback area.

The area of covered arcades is not included in the calculation of building area within the required setback area. There is 876 square feet of arcade area in Area A, 1,142 square feet of covered arcade area in Area B and 1,320 square feet of covered arcade area in Area C.

The area of Paseos is not included in proposed set back area.

All numbers indicate square feet.

Based on Proposed Revisions presented at April 22, 1999, Planning Commission Work Session.

ENTRADA DE SANTA BARBARA

SETBACK AREA ANALYSIS
OFFSET FOR PASEO AREAS

May 3, 1999

	Building Area Within Required Setback	Less Paseo Area	Net Building Area In Setback After Offset for Paseo Areas [Negative number means offset exceeds encroachment]
Area A			
Street Level	851	0	851
Second Level	836	0	836
Third Level	836	0	836
Subtotal	2,523	0	2,523
Area B			
Street Level	2,770	(3,999)	(1,229)
Second Level	3,525	(3,999)	(474)
Third Level	850	(3,999)	(3,149)
Subtotal	7,145	(11,997)	(4,852)
Area C			
Street Level	7,034	(4,459)	2,575
Second Level	3,854	(3,879)	(25)
Third Level	1,754	(4,331)	(2,577)
Subtotal	12,642	(12,669)	(27)
Summary			
Street Level	10,655	(8,458)	2,197
Second Level	8,215	(7,878)	337
Third Level	3,440	(9,330)	(5,890)
Subtotal	22,310	(24,666)	(2,356)

NOTES

The required setback area assumes a 20 foot setback at all levels.

The square footage occupied by existing historical buildings within required setbacks is not included as building area within the required setback area.

The area of covered arcades is not included in the calculation of building area within the required setback area. There is 876 square feet of arcade area in Area A, 1,142 square feet of covered arcade area in Area B and 1,320 square feet of covered arcade area in Area C.

The area of Paseos is not included in proposed set back area.

All numbers indicate square feet.

Based on Proposed Revisions presented at April 22, 1999, Planning Commission Work Session.

ENTRADA DE SANTA BARBARA

SETBACK AREA ANALYSIS
OFFSET FOR EXCESS SETBACKS

May 3, 1999

	B Building Area Within Required Setback	A Less Setback Area in Addition To Required Setback	Net Building Area In Setback After Offset for Excess Setbacks [Negative number means offset exceeds encroachment]
Area A			
Street Level	851	(471)	380
Second Level	836	(4,797)	(3,961)
Third Level	836	(4,724)	(3,888)
Subtotal	2,523	(9,992)	(7,469)
Area B			
Street Level	2,770	(3,068)	(298)
Second Level	3,525	(2,229)	1,296
Third Level	850	(6,490)	(5,640)
Subtotal	7,145	(11,787)	(4,642)
Area C			
Street Level	7,034	(802)	6,232
Second Level	3,854	(4,552)	(698)
Third Level	1,754	(14,887)	(13,133)
Subtotal	12,642	(20,241)	(7,599)
Summary			
Street Level	10,655	(4,341)	6,314
Second Level	8,215	(11,578)	(3,363)
Third Level	3,440	(26,101)	(22,661)
Subtotal	22,310	(42,020)	(19,710)

NOTES

The required setback area assumes a 20 foot setback at all levels.

The square footage occupied by existing historical buildings within required setbacks is not included as building area within the required setback area.

The area of covered arcades is not included in the calculation of building area within the required setback area. There is 876 square feet of arcade area in Area A, 1,142 square feet of covered arcade area in Area B and 1,320 square feet of covered arcade area in Area C.

The area of Paseos is not included in proposed set back area.

All numbers indicate square feet.

Based on Proposed Revisions presented at April 8, 1999, Planning Commission Hearing.

ENTRADA DE SANTA BARBARA

SETBACK AREA ANALYSIS
OFFSET FOR PASEO AND EXCESS SETBACKS

May 3, 1999

	Building Area Within Required Setback	Less Paseo Area	Less Setback Area in Addition To Required Setback	Net Building Area In Setback After Offset for Paseo and Excess Setbacks
Area A				
Street Level	851	0	(471)	380
Second Level	836	0	(4,797)	(3,961)
Third Level	836	0	(4,724)	(3,888)
Subtotal	2,523	0	(9,992)	(7,469)
Area B				
Street Level	2770	(3,999)	(3,068)	(4,297)
Second Level	3,525	(3,999)	(2,229)	(2,703)
Third Level	850	(3,999)	(6,490)	(9,639)
Subtotal	7,145	(11,997)	(11,787)	(16,639)
Area C				
Street Level	7,034	(4,459)	(802)	1,773
Second Level	3,854	(3,879)	(4,552)	(4,577)
Third Level	1,754	(4,331)	(14,887)	(17,464)
Subtotal	12,642	(12,669)	(20,241)	(20,268)
Summary				
Street Level	10,655	(8,458)	(4,341)	(2,144)
Second Level	8,215	(7,878)	(11,578)	(11,241)
Third Level	3,440	(9,330)	(26,101)	(31,991)
Subtotal	22,310	(24,666)	(42,020)	(44,376)

NOTES

The required setback area assumes a 20 foot setback at all levels.

The square footage occupied by existing historical buildings within required setbacks is not included as building area within the required setback area.

The area of covered arcades is not included in the calculation of building area within the required setback area. There is 876 square feet of arcade area in Area A, 1,142 square feet of covered arcade area in Area B and 1,320 square feet of covered arcade area in Area C.

The area of Paseos is not included in proposed set back area.

All numbers indicate square feet.

Based on Proposed Revisions presented at April 22, 1999, Planning Commission Work Session.

WATERFRONT AREA AESTHETIC CRITERIA FOR NEW DEVELOPMENT ASSESSMENT

I. BACKGROUND

The Locating New Development Section of the Local Coastal Plan (LCP) provides for protecting, maintaining and enhancing the visual qualities of the City's Waterfront Area by establishing criteria to evaluate the appropriate intensity of potential development. These criteria area based on the visual resources which presently exist: openness; lack of congestion; naturalness; and rhythm. Policy 12.2 requires that the impact of new development be evaluated with respect to those resources. The policy further requires that the City develop objective criteria to assist decision makers in assessing the impacts of new development.

II. WATERFRONT AREA

The Waterfront Area is the area south of U.S. Highway 101 between Pershing Park and the Harbor on the west and Milpas Street on the east (See attached map, Figure 1). The area includes major recreational facilities including the Santa Barbara Harbor and Marina, Stearns Wharf and Chase Palm Park. The Waterfront Area also includes area designated for a wide variety of general and ocean-oriented industrial and visitor-serving commercial uses.

III. EVALUATION MATRIX

In accordance with Section 30251 of the Coastal Act, the scenic and visual qualities of the coastal areas are to be protected, restored and enhanced. Section 30252 requires that public access be maintained and enhanced. These parameters can be compared to the aspects of openness, lack of congestion, naturalness and rhythm. The attached matrix (Figure 2) illustrates how these parameters can be evaluated on a project by project basis. The decision maker in using this worksheet can evaluate a project's positive, negative or indifferent aesthetic effect on the Waterfront Area's ambiance. Application of the following evaluation criteria will help in determining if a project protects, maintains and enhances visual quality.

IV. EVALUATION CRITERIA

The dimensions described below define each section illustrated on the attached Evaluation Matrix (Figure 2). These dimensions can be considered as increments or measures to gauge a particular development's aesthetic performance and its relationship with the surrounding neighborhood. This matrix is for use by the decision maker and the applicant/developer to determine on an individual and/or collective basis the project's aesthetic relationship to the Waterfront Area:

A. DIMENSIONS

1. Openness. One of the special qualities of the Santa Barbara Waterfront is its sense of openness and freedom from clutter, with unimpaired views of the shoreline and mountains. The beaches are broad and enhanced by the presence of Chase Palm Park, the Andree Clark Bird Refuge, and predominantly one-story buildings on the north side of Cabrillo Boulevard.

Several dimensions of openness can be identified:

a. Building density, scale, mass and height. In protecting, enhancing and restoring openness, this dimension is the most important. Each development, large or small, must be critically gauged as to its relationship with the surrounding neighborhood; essentially how well the project fits in. Buildings which provide setbacks and building separation promote the feeling of openness and allow views to the ocean. Stepping back the second and third stories from the edges of the property provides visual separation from buildings on adjacent properties which maintains views to the foothills and mountains.

Pedestrian orientation in building and site design is vitally important in promoting human scale. Buildings that open up to and are oriented to the pedestrian invite and promote the visitor-serving aspect of the Waterfront Area.

The south side of Cabrillo Boulevard where there are public facilities provided promotes the feeling of openness and allows views to the ocean. The recently approved (not yet developed) Park Plaza Hotel project proposed on the north side of Cabrillo Boulevard provides in its design major building separations, view corridors and height limitations (one and two stories closer to Cabrillo Blvd. and limited three stories set back to the rear of the property) which will preserve views to the mountains and foothills and will maintain a scale that will protect, enhance and restore the feeling of openness in the Waterfront Area. The Ambassador Park area on the north side of Cabrillo Boulevard in the West Beach area provides a distinct view separation, promotes visual relief and views to the ocean and Harbor.

By contrast, portions of the north side of Cabrillo Boulevard are intensely developed and do not promote openness. The East Beach townhouses and the Mar Monte (Sheraton) Hotel are large, imposing structures which appear to intrude into the open space area. Such structures do not protect, enhance and restore the feeling of openness in the Waterfront Area.

b. Functional access. A number of aspects facilitate being able to get to the Waterfront easily and contribute to a sense of openness. These include the absence of private property on the south side of the boulevard; convenience of parking along the boulevard, especially on the south side; the general absence of obstructions to and along the beach, though there are some notable exceptions (Stearns Wharf, Harbor facilities, art show on Sunday); and proximity to many residential neighborhoods.

c. Land use patterns. Several aspects of land use patterns support openness. The residential areas are compact, yet open and green. Neighborhood parks (e.g., Pershing, Punta Gorda) contribute to the feeling of openness,

and complement the parks directly adjacent to the beach. Low scale commercial structures are in keeping with low scale residences. In a sense, the neighborhoods spill out and open onto the Waterfront, rather than being confined or blocked by heavy industrial uses or major arterial highways as in many urban areas.

d. Vegetation. The ultimate scale and mass of landscaping is an important consideration in maintaining openness. While there are many palm trees along Chase Palm Park, they enhance the openness and do not obstruct the overall views to the ocean and foothills. On the other hand, the treeline north of Cabrillo Boulevard on the Southern Pacific property blocks views to the foothills and mountains and may conflict with openness at that location. Hence, landscaping material should be carefully selected so that, when mature, it enhances views and avoids blocking or hindering openness.

2. Lack of Congestion. The sense of openness in the Waterfront is unquestionably enhanced by a relative lack of congestion. With the exception of summer weekends, one can still move freely along the beaches, bikeways, and Cabrillo Boulevard in relative quiet.

a. Traffic flow. Traffic flow along the Waterfront has increased dramatically in all modes. Cabrillo Boulevard has all the attributes of a "grand boulevard." Motorists can drive along leisurely and enjoy the view, unimpeded by cross traffic or stop lights. Increased congestion, however, especially during summer weekends will degrade this feeling. Heavy traffic, hazards due to conflicts with bicycles and pedestrians crossing the boulevard, and the congestion in the vicinity of the art show, reduce the experience to the level of a four lane arterial during rush hour.

b. Parking. Parking on the south side of the boulevard interferes with the view, especially when the art show is in progress, and poses hazards to bicyclists and motorists. While more off-street parking may be desirable, its placement in parking lots on the beach clashes severely with the naturalness of the setting. The presence of autos, whether moving or parked, leads to a feeling of congestion.

c. Public facilities planning. The placing of public facilities all along the Waterfront, rather than concentrating them in one or two locations, contributes to an uncongested Waterfront. The Harbor, however, is the exception. Here, parking lots stretch from Leadbetter Beach to the municipal pool, and are filled by an assortment of vehicles, including cars, boats, trailers, and RVs. This high concentration, while necessary for the Harbor to function, detracts from the openness and lack of congestion which should be achieved.

d. Land use patterns. While motels and other commercial uses add to congestion, their being mixed with residential uses helps distribute the intensity. Accompanying noise and congestion are also more evenly diffused, helping to relieve localized concentrations of noise and intense activity.

3. Naturalness. The Waterfront's openness and lack of congestion are complemented by the natural setting in which Santa Barbara lies. Views to the foothills and mountains are still largely unimpeded by structures; in particular, the views from Stearns Wharf, Chase Palm Park, and East Beach offer unparalleled beauty. The coastal greenery and landscaping, the contour of the beaches and coastline in this area, and the sandy beaches all contribute to the strong image of Santa Barbara's natural beauty. These following dimensions form the basis for criteria which can be used to judge whether or not projects proposed for the Waterfront will uphold the quality of naturalness.

a. Views. Views are the most important dimension of naturalness. These views are to the ocean, other points along the Waterfront, and to the foothills and mountains. The contrast between the sweep of the coastline and the sweep of the mountains is especially dramatic and heightened by the linear elements of Chase Palm Park and Cabrillo Boulevard.

b. Public aesthetics. The spacious and well-planned public facilities provide a calm contrast to the busy city for both residents and visitors. These facilities and public amenities show that the people of Santa Barbara care, and that they have balanced economics with natural aesthetics. This is especially evident in the contrast between the north and south sides of Cabrillo Boulevard. While the north side is commercial, the south side is predominantly low density recreation and park space.

However, there are a number of points of concern which future developers must consider in working through the dynamics of this balance. The north side of Cabrillo Boulevard, especially from State Street to Pershing Park, warrants special consideration. While the Spanish motif helps to unify structural elements, there are other elements which should be considered to create a unity such as signing, lighting, detailing and color.

c. Landscaping. Landscaping enhances the feeling of naturalness of the Waterfront. A number of aspects of landscaping are important in promoting the feeling of naturalness. These include undeveloped landscaping, use of mature shrubbery and trees, as in Chase Palm Park, and the contrast of tall trees and low shrubbery.

d. Adjacency. Adjacency is an important dimension of naturalness. The parks and the beaches are adjacent to the Boulevard (e.g., East Beach, Leadbetter Beach). This promotes a sense of having natural wealth and beauty readily available.

4. Rhythm. The Waterfront has evolved slowly over the years, both resisting and accepting various patterns, both human and natural, which combine to create a richly dimensioned image of the Waterfront. There are daily patterns, the weekend-weekday contrasts, the sun, which both rises and sets on the Waterfront. There is the early morning haze which breaks by afternoon, the ebb and flow of people biking, skating, standing in lines for dinner. There is diversity in this rhythm, and care expressed by the diversity which exists. Rhythm is an extremely subtle resource quality, yet it gives strength to all the other qualities which characterize the Waterfront.

   Rhythm includes:

   a. Diversity. Diversity refers to the number of differences existing in the Waterfront. First, there are many things to do – driving, walking, biking, skating, eating, jogging, strolling through the art show on Sunday. Second, there is variety in the way these things can be done with facilities of different kinds and intensities to support these activities. Sometimes, however, these facilities are heavily used by conflicting activities, as is the bikeway at present. Third, there is social complexity. The Waterfront is not just a tourist mecca; people also live and work there. The Harbor in particular is a working harbor with both residential and commercial purpose.

   b. Use patterns. Diversity creates differences in use patterns, and use patterns themselves vary. It is important to note that there are patterns, rather than one stream of continuous activity. These differences in use patterns allow people to pick and choose the times and places for enjoying the Waterfront. Probably the most clear cut example of how differences coexist and create their own rhythm is given by the art show. On Sunday, the art show adds excitement and provides a focal point for visitors and residents alike. By Sunday evening, and for the rest of the week, it has disappeared.

   c. Design details. Rhythm occurs spontaneously and is a normal outcome of diversity. Small details, however, modulate rhythms or suppress them altogether. Conversely, design can create rhythm by providing settings for new activities.

B. PARAMETERS

The three (3) parameters; protects, enhances and restores, are further defined as follows:

1. Protects: This means that the dimensions are incorporated into project design to a degree that defends or guards against damage or injury to the existing ambience of the area.

2. Enhances: This means that the dimensions are incorporated into project design to a degree that raises to a higher degree, intensifies or raises the value of the visual qualities of the area.

3. Restores: This means that the dimensions are incorporated into a project design to a degree that returns to a state of soundness or vigor or normal condition the visual qualities of the area.

WATERFRONT AREA NEW DEVELOPMENT EVALUATION MATRIX

+ Means: Creates a Positive Effect
- Means: Creates a Negative Effect
0 Means: Neither a Positive or Negative Effect

DIMENSIONS		PARAMETERS		
		PROTECTS	ENHANCES	RESTORES
OPENNESS	Building Density, Scale and Mass	0	0	0
	Functional Access	0	0	0
	Land Use Patterns	+	+	+
	Vegetation	+	+	+
LACK OF CONGESTION	Traffic Flow	0	0	0
	Parking	+	+	+
	Public Facilities Planning	+	+	+
	Land Use Patterns	+	+	+
NATURALNESS	Views	0	-	0
	Public Aesthetics	+	+	+
	Landscaping	+	+	+
	Adjacency	0	0	0
RHYTHM	Diversity	0	+	+
	Use Patterns	+	+	+
	Design Details	+	+	+

[J:/.../ENTRADA/WATERFRONT AREA AESTHETIC CRITERIA TABLE]

URBEMIS 7G: Version 3.1

File Name: entr2003.URB
Project Name: Entrada Project- 2003 Buildout
Project Location: Santa Barbara County

DETAILED REPORT - Summer

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2003 Temperature (F): 70 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Hotel	8.40 trips / Occupied room	162.00	1,360.80
Regnl shop. center < 5	135.90 trips / 1000 sq. ft.	17.50	2,378.25
Gasoline/service stati	174.70 trips / Pumps	2.50	436.75

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	61.50	8.16	90.92	0.92
Light Duty Trucks	27.30	8.66	90.59	0.75
Medium Duty Trucks	4.19	0.90	99.10	
Lite-Heavy Duty Trucks	2.26	15.40	45.28	39.32
Med.-Heavy Duty Trucks	0.92	12.53	12.25	75.22
Heavy-Heavy Trucks	0.72			100.00
Urban Buses	0.03			100.00
Motorcycles	3.08	100.00 % all fuels		

EXHIBIT 14

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.6	8.9	10.5	11.6	9.4	9.4
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip Speeds (mph)	25	30	35	25	25	25
% of Trips - Residential	20.6	18.0	61.4			
% of Trips - Commercial (by land use)						
Hotel				5.0	2.5	92.5
Regnl shop. center < 570000 sf				2.0	1.0	97.0
Gasoline/service station				2.0	1.0	97.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Hotel	38.01	25.51	307.39	0.88
Regnl shop. center < 5700	58.26	44.28	531.61	1.52
Gasoline/service station	10.68	8.13	97.63	0.28
	ROG	NOx	CO	PM10
TOTAL EMISSIONS (lbs/day)	106.94	77.92	936.63	2.68

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The passby option switch has been changed

URBEMIS 7G: Version 3.1

File Name: entr1998.URB
Project Name: Entrada Project- 1998 Existing Uses
Project Location: Santa Barbara County

DETAILED REPORT - Summer

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 1998 Temperature (F): 70 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Hotel	8.20 trips / Occupied room	96.00	787.20
Regnl shop. center < 5	100.60 trips / 1000 sq. ft.	39.00	3,923.40

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	61.50	8.16	90.92	0.92
Light Duty Trucks	27.30	8.66	90.59	0.75
Medium Duty Trucks	4.19	0.90	99.10	
Lite-Heavy Duty Trucks	2.26	15.40	45.28	39.32
Med.-Heavy Duty Trucks	0.92	12.53	12.25	75.22
Heavy-Heavy Trucks	0.72			100.00
Urban Buses	0.03			100.00
Motorcycles	3.08	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.5	9.6	11.3	12.5	10.2	10.2
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip Speeds (mph)	25	30	35	25	25	25
% of Trips - Residential	20.6	18.0	61.4			
% of Trips - Commercial (by land use)						
Hotel				5.0	2.5	92.5
Regnl shop. center < 570000 sf				2.0	1.0	97.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Hotel	27.88	21.38	208.95	0.64
Regnl shop. center < 5700	123.40	105.78	1029.79	3.15

	ROG	NOx	CO	PM10
TOTAL EMISSIONS (lbs/day)	151.28	127.15	1238.74	3.78

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:

PRELIMINARY SIGNIFICANCE ASSESSMENT
22, 35, 36, 100, 118, 120 State Street, 15 W. Mason Street
SANTA BARBARA BEACH VILLAGE

Prepared for
Santa Barbara Beach Properties
120 El Paseo
Santa Barbara, CA 93101

by Preservation Planning Associates
519 Fig Avenue
Santa Barbara, CA 93101

May 1997

EXHIBIT 15

PRELIMINARY SIGNIFICANCE ASSESSMENT
22, 35, 36, 100, 118, 120 State Street, 15 W. Mason Street
SANTA BARBARA BEACH VILLAGE

INTRODUCTION

There are seven buildings within the footprint of proposed development for Phase 1 of the Santa Barbara Beach Village project (See Figure 1 for location). This report is a preliminary assessment of these seven buildings to determine their potential for historic significance according to City of Santa Barbara Historical Landmarks Commission guidelines and the City Ordinance 22.22 concerning Historic Structures. To determine the potential for significance, existing surveys at the City Planning Office were consulted, as well as lists of existing Structures of Merit and Landmarks and lists of potential Structures of Merit and Landmarks found in the Master Environmental Assessment (MEA) Cultural Resources Section. Additionally the building permits at the City Planning Department were investigated for information on date of construction, architect/builder, and alterations. City directories and Sanborn maps were looked at for information on owners and building footprints.

PRELIMINARY SIGNIFICANCE ASSESSMENT

22 State Street (Beach Rentals)

22 State Street was constructed in 1952 as a car sales and garage building, Warren Motors, for William I. Goldberg. The architect was Robert Ingle Hoyt and the Contractor was Kenneth Urton (Permit F-346). By 1959 Thomas I. Petersen was using it as a foreign car sales garage. In the 1970s it became the Datsun showroom. At some time Thomas I. Petersen bought the property and installed a gas pump and 1000 gallon tank at the rear of the property. This building was not surveyed as part of the Phase I 1977 City Architectural and Historic Resources Survey. Although it was designed by a noted Santa Barbara architect, because it is not yet 50 years old, it is not considered significant.

35 State Street (Hotel Californian)

35 State Street was built in 1925 for J. Loren White. The architect was F. Sward of Los Angeles and the builder was Interstate Mortgage Company. The hotel suffered damage in the earthquake and was redesigned by the architect F. Webster from Los Angeles (Building permits 1924, City Survey form: 1978).

This building was surveyed as part of the Phase I 1977 City Architectural and Historic Resources Survey, and was chosen to be part of the State of California Department of Parks and Recreation Historic

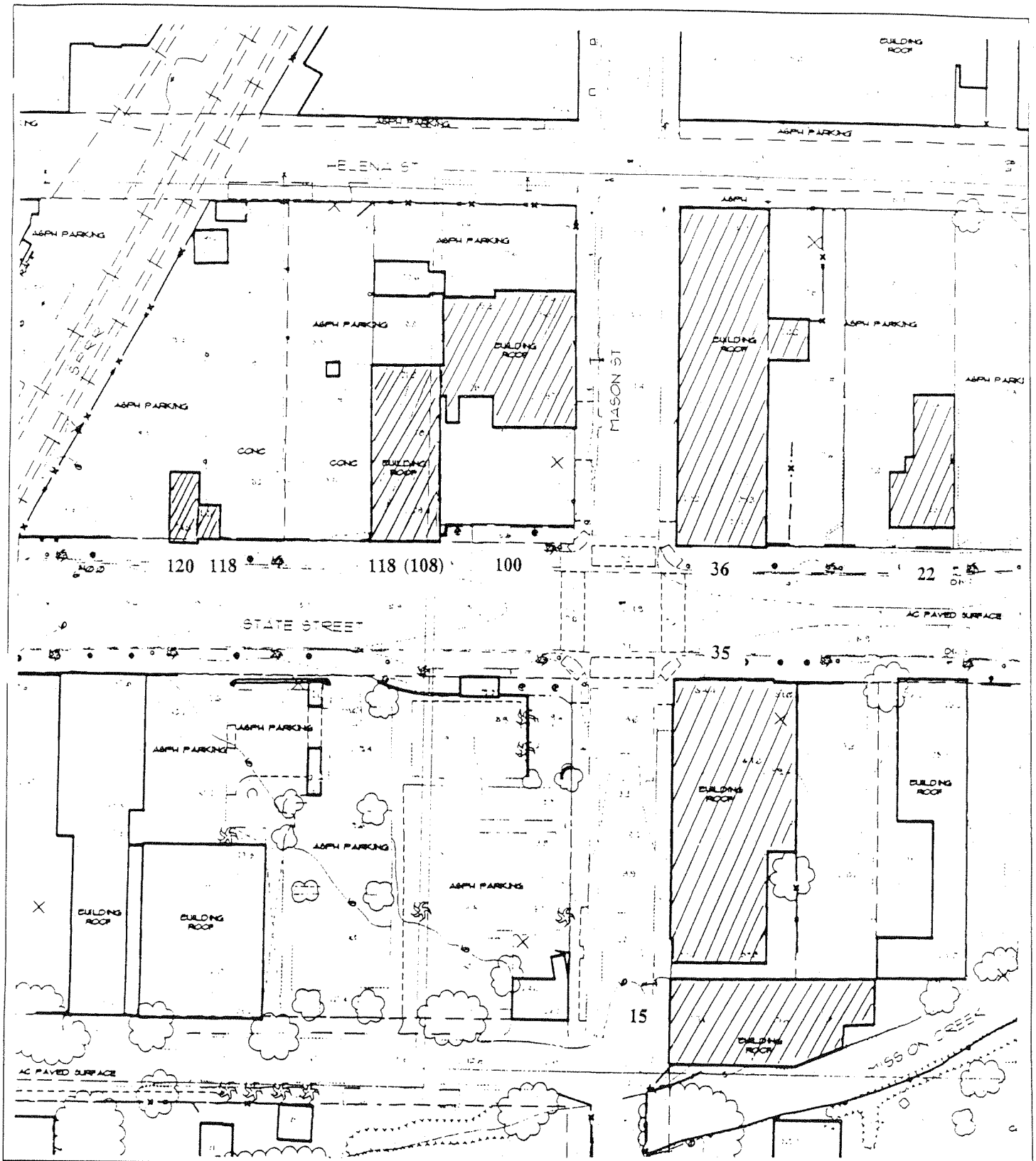


Figure 1
Properties Location Map
Santa Barbara Beach Village Phase 1
Courtesy David VanHoy, B3 Architects + Planners

Resources Inventory (Technical Appendix 4H. City MEA:1989). Being on the State Inventory places it on the City Landmarks Commission's List of Potential Landmarks and Structures of Merit (Technical Appendix 4F.City MEA:1989). As such, when a project for this building is proposed, a Phase 1-2 Historic and Architectural Cultural Resources Report will be required by the Landmarks Commission to determine the level of significance of the building and assess the impacts of the project upon it. The findings in such a report may range from a recommendation to make the building a Landmark (effectively meaning keep the building and rehabilitate it as part of the project), or a Structure of Merit (can be demolished but requires documentation with archival black and white photographs to be deposited at the Gledhill Library, Santa Barbara Historical Museum before demolition), to a finding of no significance (improbable, but possible because of alterations since the survey, or new facts concerning the relative significance compared with other similar buildings). A finding of no significance would mean no impacts from the project and no further action needed to satisfy Landmarks Commission requirements.

36 State Street (Hot Spots)

36 State Street was built as a two-story garage in 1922 for A.W. Sterrett by the builder J.V. Elliot, as an automobile sales building, Hitchcock Motors (Building permit 322-5). The architects were Kirkhuff and Schaaf (City Directory information, courtesy Mary Louise Days). Damaged in the 1925 earthquake, the building was redesigned in the Spanish Colonial Revival style by the Community Drafting Room of the Community Arts Association, Plans and Planting Committee, according to ideas provided by the Architectural Advisory Committee. C.L. Ross was the builder for the 1925 alterations (Architectural and Historic Resources Survey form:1978). In 1941 Thomas I. Petersen moved into the building and sold Packard cars.

This building was surveyed as part of the Phase I 1977 City Architectural and Historic Resources Survey, and was chosen to be part of the State of California Department of Parks and Recreation Historic Resources Inventory (Technical Appendix 4H. City MEA:1989). Being on the State Inventory places it on the City Landmarks Commission's List of Potential Landmarks and Structures of Merit (Technical Appendix 4F. City MEA 1989). As such, when a project for this building is proposed, a Phase 1-2 Historic and Architectural Cultural Resources Report will be required by the Landmarks Commission to determine the level of significance of the building and assess the impacts of the project upon it. The findings in such a report may range from a recommendation to make the building a Landmark (effectively meaning keep the building and rehabilitate it as part of the project), or a Structure of Merit (can be demolished but requires documentation with archival black and white photographs to be deposited at the Gledhill Library, Santa Barbara Historical Museum before demolition), to a finding of no significance (improbable, but possible because of alterations since the survey, or new facts concerning the relative significance compared with other similar buildings). A finding of no significance would mean no impacts from the project and no further action needed to satisfy Landmarks Commission requirements.

100 State Street (Paddle Sports)

100 State Street was built in 1947 as an auto repair shop for Santa Barbara Motors, the auto complex owned by Thomas I. Petersen. Mr. Peterson also owned garages at 22, 36 and 101-107 State Street. By 1981 the building was the body shop for Datsun Motors. The builder was Alex C. D'Alfonso (Permit D-464).This building was not surveyed as part of the Phase I 1977 City Architectural and Historic Resources Survey. Because this building is 50 years old and associated with the contractor Alex D'Alfonso, a noted builder in Santa Barbara, when a specific project is developed and submitted for City review, this building may require a Phase 1-2 Historic and Architectural Cultural Resources Report to determine its significance and assess the impacts of the project upon it.