



# City of Santa Barbara California

III.

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** January 31, 2013  
**AGENDA DATE:** February 7, 2013  
**PROJECT ADDRESS:** 101 State and 16 W. Mason Street (MST2011-00171)

**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470  
Danny Kato, Senior Planner *DK*  
Allison De Busk, Project Planner *ALD*

### I. PROJECT DESCRIPTION

The project consists of the demolition of the existing 714 s.f. commercial (laundry) building and 40-space surface parking lot, and construction of a 34-room hotel totaling 20,439 square feet (s.f.) with a 33-space parking garage (10,331 s.f.). The new hotel would be three stories with a maximum height of 41 feet. A laundry area of approximately 1,088 s.f. is proposed within the new hotel building to replace the existing 714 s.f. laundry building, which is used by the Harbor View Hotel.

### II. REQUIRED APPLICATIONS

The discretionary applications required for this project are:

- A. A Modification to allow less than the required 20-foot front setback along State Street (SBMC §28.92.110.A.2);
- B. A Modification to allow less than the required 20-foot front setback along W. Mason Street (SBMC §28.92.110.A.2);
- C. A Modification to allow less than the required 20-foot front setback along Kimberly Avenue (SBMC §28.92.110.A.2);
- D. A Modification to provide one less parking space than required (SBMC §28.92.110.A.1);
- E. A Transfer of Existing Development Rights to transfer 10,224 square feet of nonresidential floor area from the Yanonali Courts project at 214 E. Yanonali Street (formerly APN 017-021-032) to the project site (SBMC §28.95.060);
- F. A Development Plan to allow the construction of 19,725 square feet of nonresidential development (SBMC §28.87.300); and
- G. A Coastal Development Permit (CDP2012-00005) to allow the proposed development in the Appealable and Non-Appealable Jurisdiction of the City's Coastal Zone (SBMC §28.44.060).

**APPLICATION DEEMED COMPLETE:** October 17, 2012  
**DATE ENVIRONMENTAL REVIEW MUST BE COMPLETED:** April 3, 2013  
**DATE ACTION REQUIRED:** 60 days from completion of environmental review

### III. RECOMMENDATION

If approved as proposed, the project would conform to the City's Zoning and Building Ordinances and policies of the General Plan and Local Coastal Plan. In addition, the size and massing of the project are consistent with the surrounding neighborhood. Therefore, Staff recommends that the Planning Commission adopt the Mitigated Negative Declaration and approve the project, making the findings outlined in Section X of this report, and subject to the conditions of approval in Exhibit A.



Vicinity Map – 101 State Street and 16 W. Mason Street

### IV. BACKGROUND

The project was submitted for Pre-Application Review Team (PRT) review on March 14, 2011. Following PRT review, the project was reviewed twice by the Historic Landmarks Commission

(HLC). Based on feedback from the PRT and HLC, the project was revised in the following ways:

- The building was pulled away from Kimberly Avenue to account for the future realignment of Mission Creek and Kimberly Avenue.
- The second and third floors of the hotel increased in size.
- Two uncovered parking spaces were included along State Street in front of the hotel.
- Vehicular access from Kimberly Avenue was added and the access along Mason Street was revised from a two-way driveway to a one-way “exit only” driveway.

Because the project included significant modification requests, the applicant submitted plans for conceptual Planning Commission feedback prior to submitting a formal Development Application Review Team (DART) application. On April 12, 2012 the Planning Commission held a conceptual review of the proposed project (refer to Exhibit E, conceptual site plan). Minutes from that meeting are included as Exhibit D. The project conceptually reviewed by the Planning Commission included setback modifications along all three frontages but did not require a parking modification, as the current project does. Overall, the Planning Commission was supportive of the use and setback modifications; however, there was a desire for a more pedestrian-friendly experience along State Street (the Planning Commission suggested removing the parking and addressing the wall) and several Commissioners wanted more information about the Kimberley Avenue realignment before commenting on the Kimberly Avenue setback modification.

The primary changes that have been made to the project since the Planning Commission’s conceptual review are:

- The two uncovered parking spaces in front of the hotel (along State Street) have been removed.
- The driveway access from W. Mason Street has been eliminated.
- The second floor, including balconies, has been pulled back from State Street.
- The second and third floors have been pulled back from Kimberly Avenue.

## V. SITE INFORMATION AND PROJECT STATISTICS

### A. SITE INFORMATION

<b>Applicant:</b>	Maria Martinez, Cearnal Andrulaitis LLP		
<b>Property Owner:</b>	Romasanta Family Living Trust		
<b>Site Information</b>			
<b>Parcel Number:</b>	033-075-006*	<b>Lot Area:</b>	5,003 s.f.
	033-075-011*		<u>14,002 s.f.</u>
			19,005 s.f.**
<b>Zoning:</b>	HRC-2/SD-3		
<b>General Plan:</b>	Ocean Related Commercial / Medium High Residential		
<b>Local Coastal Plan:</b>	Hotel and Related Commerce II		
<b>Existing Use:</b>	laundry building and parking lot		

<b>Topography:</b>	flat
<b>Adjacent Land Uses</b>	
<b>North</b>	Commercial, Hotel, future Children's Museum
<b>East</b>	State Street and vacant (future hotel and commercial)
<b>South</b>	Californian Hotel (partially demolished, site of future hotel)
<b>West</b>	Kimberly Avenue, Mission Creek, Residential

\* The two lots are proposed to be merged as part of the project.  
 \*\*17,787 s.f. net after anticipated Kimberly Avenue realignment.

**B. PROJECT STATISTICS**

	<b>Proposed</b>
<b>1st Floor</b>	2,094 net s.f. (lobby, laundry, misc.), 10,331 net s.f. (parking garage)
<b>2nd Floor</b>	10,523 net s.f. (19 hotel rooms)
<b>3rd Floor</b>	7,822 s.f. (15 hotel rooms)
<b>TOTAL</b>	20,439 net s.f. (excludes parking garage)

**VI. ISSUES**

Staff recommends that the Planning Commission focus on the issue of the proposed front setback modifications, which are described in detail in this Staff Report. Staff has identified this as an important issue specifically because it has a considerable effect on the overall site planning and more generally because of its cumulative effect on development of the Lower State/Waterfront area.

**VII. POLICY AND ZONING CONSISTENCY ANALYSIS**

**A. ZONING ORDINANCE CONSISTENCY**

<b>Standard</b>	<b>Requirement/ Allowance</b>	<b>Proposed</b>			
		<b>1<sup>st</sup> Floor</b>	<b>2<sup>nd</sup> Floor</b>	<b>3<sup>rd</sup> Floor</b>	
<b>Setbacks -Front</b>	10' for 1-story bldgs <15' tall 20' for all other bldgs	Kimberly	5'*	5'*	11'-11''*
		(future) <sup>1</sup>	2'*	2'*	4'*
		Mason	5'-11''*	5'-11''*	5'-11''*
<b>-Interior</b>	None	State	10'*	10'*	43'
		Interior	0'	0'	0'
<b>Building Height</b>	3 stories and 45 feet	3 stories and 41 feet			
<b>Parking</b>	1 per room →34 total	33*			

<sup>1</sup> This is the anticipated future alignment of Kimberly Avenue following the Lower Mission Creek Flood Control Project / Mason Street Bridge Replacement Project.

<b>Lot Coverage</b>			
-Building	N/A	13,113 s.f.	73.3%
-Paving/Drive	N/A	3,596 s.f.	20.1%
-Landscaping	N/A	1,169 s.f.	6.5%

\*Modification required

The proposed use as a hotel is consistent with the uses allowed in the HRC-2 zone. As stated in the Zoning Ordinance, “Tourist and traveler related uses shall be encouraged in this zone in a manner which does not detract from the desirability of the shoreline as a place to visit.”

With the approval of the Modifications described below, the project would meet the requirements of the Zoning Ordinance.

**1. FRONT SETBACK MODIFICATIONS**

In the HRC-2 zone, 10-foot front setbacks are required for one-story buildings that are 15 feet or less in height, and 20-foot front setbacks are required for buildings greater than 15 feet in height. The proposed hotel building would be three stories and therefore requires a 20-foot front setback. Modification of the required front setback is proposed for each of the property’s three street frontages. Given the constraint of having three front yards and associated setbacks, and the context of the existing development pattern, as well as the desire to provide appropriate building relief along the street frontage, staff is able to support the front setback modifications. Details on each request are provided below:

a. Front Setback Modification – Kimberly Avenue

Along Kimberly Avenue, the proposed setback from the existing property line would range from approximately 5 to 35 feet on the ground floor, 5 to 35 feet on the second floor and 12 to 35 feet on the third floor.

However, Kimberly Avenue is proposed to be realigned as part of the Lower Mission Creek Flood Control Project in order to accommodate the widening of Mission Creek in this area. This realignment is identified on the project plans. It is anticipated that the realignment of the street will occur as part of the Mason Street Bridge Replacement Project that is projected to begin construction in May 2014. When measured from the edge of the right-of-way following the realignment of Kimberly Avenue, the proposed setback would range from approximately 2 to 16 feet on the ground floor, 2 to 16 feet on the second floor and 4 to 16 feet on the third floor.

In terms of the development pattern along the east side of Kimberly, existing development on the project site has no setback from Kimberly, and existing development to the north (Hotel Indigo and former Be-Bop Burger building) have no setback from Kimberly. Development of 125 State Street (Children’s Museum) was recently approved with a setback modification along Kimberly. Along the west side of Kimberly, existing development has varying setbacks.

b. Front Setback Modification – W. Mason Street

Along Mason Street, the proposed setback ranges from approximately 6 to 12 feet on the ground floor and from approximately 6 feet to 20 feet on the second and third floors.

Most existing development along Mason Street has no setback from the street. Approved development of the Entrada Project included front setback modifications along Mason Street, including re-building the former Californian Hotel (35 State Street) with no setback from Mason Street.

c. Front Setback Modification – State Street

Along State Street, the proposed setback ranges from approximately 10 to 13 feet on the ground floor, 10 to 11 feet on the second floor and 43 to 48 feet on the third floor.

Existing development along State Street between the railroad tracks and the beach has setbacks ranging from approximately 0 to 20 feet. Approved development in the area (Children’s Museum and Entrada) includes modifications for State Street front setbacks.

**2. PARKING MODIFICATION**

The required parking for the development is one space per hotel room for a total of 34 required parking spaces (SBMC §28.90.100.J.10). The project includes a total of 33 on-site parking spaces. A parking demand study was prepared for the project by Associated Transportation Engineers, September 24, 2012 (included in Exhibit H – Mitigated Negative Declaration). The Study concludes that the project’s peak parking demand would be 31 spaces. The project is providing 33 spaces; therefore the parking demand would be met on site. Because the on-site spaces would satisfy the peak parking demand of 31 spaces, staff is able to support the requested parking modification as it would be consistent with the purposes and intent of the Zoning Ordinance and the project would not cause an increase in demand for parking in the immediate area.

**3. DEVELOPMENT PLAN APPROVAL/TRANSFER OF EXISTING DEVELOPMENT RIGHTS**

The project involves construction of a non-residential development totaling approximately 20,439 s.f. Pursuant to Santa Barbara Municipal Code (SBMC) Section 28.87.300, nonresidential square footage was allocated to the site as follows:

	<b>16 W. Mason Street</b>	<b>101 State Street</b>
Existing Development	714 s.f.	0
Minor Addition	1,000 s.f.	1,000 s.f.
Small Addition	2,000 s.f.	2,000 s.f.
Vacant Land (25% of lot area)	0	3,501 s.f.
Sub-total	3,714 s.f.	6,501 s.f.
<b>TOTAL</b>	<b>10,215 s.f.</b>	

This means that the project site requires 10,224 s.f. of additional nonresidential floor area (20,439 s.f. proposed less 10,215 s.f. available). The additional 10,224 s.f. of floor area is proposed to be obtained by transferring demolition credits from 214 E. Yanonali Street to the project site, using the City’s Transfer of Existing Development Rights (TEDR) process (SBMC Ch. 28.95). A mixed-use project at 214 E. Yanonali Street was approved by the Planning Commission on March 8, 2001 (MST2000-00637), and it demolished 36,267 s.f. of nonresidential floor area. Two projects have since been approved that utilized transferred square footage from the 214 E Yanonali Street site, so the amount of demolition credit remaining is as follows:

	<b>214 E. Yanonali St.</b>
Demo Credit	36,267 s.f.
TEDR to 1900 Lasuen “El Encanto” (MST2007-00140)	<6,000 s.f.>
TEDR to 1255 Coast Village Road (MST2011-00220)	<2,950 s.f.>
Proposed TEDR to 101 State/16 W. Mason St.	<10,224 s.f.>
<b>Remaining Demo Credit</b>	<b>17,093 s.f.</b>

In order to approve the proposed nonresidential development, the Planning Commission must determine that the project: is consistent with the City’s Municipal Code requirements; is consistent with the principles of sound community planning; is compatible with the neighborhood; and that the project will not have an adverse impact on South Coast affordable housing stock, water resources, or traffic. Staff finds that the project satisfies each of these requirements, and the findings for approval are included in Section X of this staff report.

Development Plan Ordinance Update

As implementation for General Plan Policy LG2 Limit Nonresidential Growth, the City is currently developing a new Growth Management Program. This new program involves changes to the City’s existing Development Plan and TEDR Ordinances. It is anticipated that proposed project would be consistent with these updated regulations regarding nonresidential development (such as the updated Development Plan findings, the Traffic Management Strategy and the TEDR restrictions limiting transfers because the site is located in the Downtown Development area), although the project would not be subject to these regulations and is being processed under the existing Development Plan and TEDR Ordinances.

**B. GENERAL PLAN CONSISTENCY**

Refer to the Final Mitigated Negative Declaration (MND) (Exhibit H) for a complete list of applicable General Plan policies and additional discussion. As summarized below, the project is consistent with the goals and policies of the General Plan.

### **1. LAND USE ELEMENT**

The project site is located in the Lower State neighborhood as identified in the Land Use Element of the General Plan, and has a land use designation of Hotel and Related Commerce II. This area was envisioned to provide a business and tourist link between the central business district and the oceanfront by providing hotel and related commercial uses. The proposed hotel use is consistent with this vision.

### **2. ENVIRONMENTAL RESOURCES ELEMENT**

With respect to the subject development, the most applicable policies relate to visual resources, trees, creek habitat and water quality. Refer to the MND for complete analysis of impacts to the identified resource areas. Development of the project site will affect views of the mountains; however, those views are neither pristine nor seen from major public vantage points. The project is proposing the removal of trees, primarily palms; however, those trees are not skyline or specimen trees and replacement trees are proposed. Development on the project site is setback more than 25 feet from the top of bank of Mission Creek (both currently and after anticipated creek realignment), and runoff would be captured and treated in accordance with City Storm Water Management requirements to protect creek habitat and water quality. Mitigation measures and conditions of approval (Exhibit A) have been recommended to ensure site lighting, landscaping and maintenance are appropriate given the project's proximity to creek habitat.

### **3. HISTORIC RESOURCES ELEMENT**

The project site does not contain any identified historic buildings, and it is not identified as a historic site. However, the site was used by the Loughead (later changed to Lockheed) brothers who started the Loughead Aircraft Manufacturing Company (1916-1921), a predecessor of Lockheed Aircraft (refer to Exhibit F). A mitigation measure is recommended to ensure that a commemoration of this prior use is included at the site.

### **4. CIRCULATION ELEMENT**

The project site is surrounded by pedestrian, bicyclist and bus stop improvements, as well as the train station, which promote alternative transportation. As discussed in the Parking Modification section above, the project site would satisfy its peak parking demand by providing 33 parking spaces on site. As discussed in the MND, traffic and circulation impacts associated with the project would be less than significant

## **C. LOCAL COASTAL PLAN CONSISTENCY**

The project site has a Local Coastal Plan (LCP) land use designation of Hotel and Related Commerce II. This designation allows for hotel and other visitor-serving overnight accommodations, as well as other visitor-serving uses such as restaurants, art galleries and commercial recreation establishments. The proposed use as a hotel is consistent with this designation.

The project site is located in Component Four of the LCP, which includes the area located between U.S. 101, Santa Barbara Street, Cabrillo Boulevard and Chapala Street. The LCP identifies this as a wholly urbanized area on relatively flat terrain in the flood plain of Mission Creek. When the Local Coastal Plan was adopted, the area was zoned C-M; however, it has

since been re-zoned to HRC-2. Component Four is described as “a picture of uncoordinated planning, poorly maintained premises, and non ocean-oriented uses.” Major coastal issues in this component include protection of Mission Creek, hazards from flooding, liquefaction potential, visitor-serving uses, visual quality, and adequate circulation, public transit and parking. Applicable policies are identified in the attached MND.

Although the project site is located near Mission Creek, Kimberly Avenue provides a buffer between the site and the creek, so protection of Mission Creek is accomplished through implementation of the proposed storm water management plan. The project site is located within an identified flood hazard zone and has been designed so that the first floor of the building (primarily parking) is adequately flood-proofed to minimize hazards from flooding. The site also has a high liquefaction potential, so the building’s foundation must be designed to address and therefore minimize hazards associated with liquefaction (proposed to be accomplished using cast-in-place piles).

As discussed below and in the MND, the project is consistent with the Coastal Act and LCP’s policies related to visitor-serving uses, visual quality/impacts and circulation/parking.

#### **1. VISITOR-SERVING USES**

The LCP sets aside all parcels fronting along State St. and Cabrillo Blvd., including the subject parcels, for Hotel and Related Commerce uses. The use as a hotel is a visitor-serving use and is consistent with the Hotel and Related Commerce designation.

#### **2. VISUAL QUALITY/IMPACTS**

##### **a. Scenic Views**

Section 30251 of the Coastal Act states that the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. The Conservation Element and LCP identify views from the beach toward the mountains and views from State Street/Cabrillo Boulevard toward the ocean as valuable and important visual resources. Visual Resources are fully analyzed in the MND, which concludes that the project would not result in a significant impact to important scenic views. The project would block private views from a limited number of buildings along Kimberly Avenue. However, the City’s Conservation Element, Local Coastal Plan, and the State CEQA Statute only contain policies protecting major public or community wide views, not the views of a particular person or persons.

The project also includes removal of eight existing trees mostly palm trees. These trees are not skyline or specimen trees, and replacement landscaping would include trees and additional vegetation.

##### **b. Waterfront Area Aesthetic Criteria**

The Waterfront Area Aesthetic Criteria for New Development Assessment (WAAC) were created to assist in evaluating the impacts of new development, pursuant to LCP Policy 12.2. Projects are evaluated based on their effect on openness, lack of congestion, naturalness and rhythm. The Waterfront Area Design Guidelines (WADG) were created to assist the design review boards in analyzing development in the Waterfront. The WADG state that the vistas of the ocean, harbor, and mountains from

Cabrillo Boulevard, State Street, Garden Street and Castillo Street must be carefully considered, maintained and where feasible, enhanced. Maintaining appropriate building setbacks, providing view corridors, incorporating existing skyline tree and avoiding bulky, massive structures can protect and enhance these vistas.

The WAAC and an evaluation matrix completed by staff are provided as Exhibit G. The attached matrix concludes that, overall, the project would not result in negative effects on the area's openness, lack of congestion, naturalness, and rhythm. Although some views of the mountains from W. Mason Street and Kimberly Avenue would be negatively affected, these are not the primary views that the WAAC are concerned with, and the construction of a hotel on this under-utilized site would enhance and restore rhythm to the area.

The project was conceptually reviewed by the Historic Landmarks Commission (HLC) and continued with positive comments to the Planning Commission for consideration of the land use applications (refer to Section IX below). The HLC found that the project was compatible with surrounding development in terms of size and design.

### **3. CIRCULATION/PARKING**

The LCP includes policies to provide adequate off-street parking to meet peak needs, and policies to improve public transit and encourage ride sharing, carpooling, walking and bicycling to minimize traffic demands in the waterfront.

As discussed above in Section VII, the project would provide 33 on-site parking spaces. These 33 off-street spaces would meet the peak parking needs of the project. As discussed in the MND, the project would add traffic to the area; however, the small increase in traffic would not add a significant number of trips to any impacted intersections and it would not create an impact at any area intersections. Therefore, the project would not affect area circulation.

## **VIII. ENVIRONMENTAL REVIEW**

Environmental review of the proposed project has been conducted pursuant to the California Environmental Quality Act (CEQA) and related Guidelines. An Initial Study and a Mitigated Negative Declaration (MND) were prepared to evaluate the project's potential impacts on the physical environment. The analysis identified potentially significant but mitigable environmental effects in the following issue areas: hazards and water quality. In addition, recommended mitigation measures were identified to further reduce less than significant impacts associated with biological resources, cultural resources, geophysical conditions and noise (short-term).

The Draft MND was available for public review from November 21 through December 21, 2012. One comment letter was received. A response to the comment letter is included in the Response to Comments document included in the Final MND (Exhibit H).

Since release of the Draft MND, the applicant has refined the architectural drawings. In doing so, it was determined that the building height needed to increase by approximately 30 inches to accommodate structural and mechanical elements. The Initial Study has been updated to reflect this new information; however, no new significant impacts would result, and it would not change the

severity of any previously identified impacts. This change is not considered significant new information that would trigger recirculation of the MND.

The proposed Final MND has identified no significant and unavoidable (Class I) impacts related to the proposed project. Pursuant to CEQA and prior to approving the project, the Planning Commission must consider the Final MND. For each mitigation measure adopted as part of a Mitigated Negative Declaration, the decision maker is required to make the mitigation measure a condition of project approval, and adopt a program for monitoring and reporting on the mitigation measures to ensure their compliance during project implementation. The mitigation measures described in the proposed Final MND have been incorporated into the recommended conditions of approval for this project (Exhibit A) and have been agreed to by the applicant. In addition, a mitigation monitoring and reporting program (MMRP) is included in the project's Final MND.

As stated previously, the Final MND analysis concludes that no significant environmental impacts would result from the project as mitigated. The potentially significant (Class II) impact areas identified are Hazards and Water Quality, and are a result of existing soil and groundwater contamination on-site and in the adjacent right-of-way, and the project's potential to expose construction workers to these hazards during construction of the hotel. Mitigation measure HAZ-1 Soils Management Plan, is proposed to reduce this impact to a less than significant level.

Additionally, mitigation measures are recommended to further reduce the following adverse, but less than significant (Class III) impacts:

- temporary impacts associated with construction noise/vibration (BIO-3 Construction Techniques, N-1 Neighborhood Notification Prior to Construction, N-2 Construction Hours, and N-3 Construction Equipment Sound Control);
- temporary biological impacts associated with tree removal (BIO-1 Bird Nesting);
- biological impacts associated with exterior lighting (BIO-1 Nighttime Lighting);
- prior use of site by Loughead Brothers (CR-1 Commemorative Plaque); and
- geologic impacts associated with foundation design (GEO-1 Geotechnical Studies).

## **IX. DESIGN REVIEW**

This project was reviewed by the HLC on four separate occasions (meeting minutes are attached to the Mitigated Negative Declaration (Exhibit H)). On October 10, 2012, the HLC stated that the required Compatibility Analysis Criteria had been met and the architecture was compatible with surrounding development in terms of style and massing. In January 2013, the applicant determined that a height increase of 30 inches was needed to accommodate structural and mechanical elements for the building. On January 30, 2013, the HLC reviewed the increased height, and other minor changes, and confirmed that the compatibility findings could still be made.

## **X. FINDINGS**

The Planning Commission finds the following:

### **A. FINAL MITIGATED NEGATIVE DECLARATION ADOPTION**

1. The Planning Commission has considered the proposed Final Mitigated Negative Declaration, dated January 31, 2013 for the 101 State Street and 16 W. Mason Street Project (MST2011-00171) and comments received during the public review process.

2. In the Planning Commission's independent judgment and analysis based on the whole record (including the initial study and comments received), there is no substantial evidence that the Project will have a significant effect on the environment.
3. The location and custodian of documents or other material which constitute the record of proceedings upon which this decision is based is the City of Santa Barbara Community Development Department, 630 Garden Street, Santa Barbara, CA 93101.
4. Mitigation measures identified in the Mitigated Negative Declaration that would avoid or reduce all potentially significant impacts to less than significant levels have been included in the project or made a condition of approval. Additional mitigation measures to minimize adverse but less than significant environmental effects have also been included as conditions of approval. A Mitigation Monitoring and Reporting Program, prepared in compliance with the requirements of Public Resources Code § 21081.6, is included in the Final Mitigated Negative Declaration for the Project and is hereby adopted.

**B. FRONT SETBACK MODIFICATION – KIMBERLY AVE. (SBMC §28.92.110.A.2)**

The proposed Modification along Kimberly Avenue to allow the hotel building to encroach up to 15 feet into the required 20 foot front setback from the existing Kimberly Avenue right-of-way, as shown on the plans dated January 24, 2013 and signed by the Chair of the Planning Commission is consistent with the purposes and intent of the Zoning Ordinance in order to provide appropriate building and structural relief along the street frontage, and is necessary to secure an appropriate improvement on a lot and prevent unreasonable hardship because of the site's constraints related to having three street frontages and associated setbacks as discussed in Section VII.A.1 of the Staff Report.

**C. FRONT SETBACK MODIFICATION – W. MASON ST. (SBMC §28.92.110.A.2)**

The proposed Modification along W. Mason Street to allow the hotel building to encroach up to 14 feet into the required 20 foot front setback as shown on the plans dated January 24, 2013 and signed by the Chair of the Planning Commission is consistent with the purposes and intent of the Zoning Ordinance in order to provide appropriate building and structural relief along the street frontage, and is necessary to secure an appropriate improvement on a lot and prevent unreasonable hardship because of the site's constraints related to having three street frontages and associated setbacks as discussed in Section VII.A.1 of the Staff Report.

**D. FRONT SETBACK MODIFICATION – STATE ST. (SBMC §28.92.110.A.2)**

The proposed Modification along State Street to allow the hotel building to encroach up to 10 feet into the required 20 foot front setback as shown on the plans dated January 24, 2013 and signed by the Chair of the Planning Commission is consistent with the purposes and intent of the Zoning Ordinance in order to provide appropriate building and structural relief along the street frontage, and is necessary to secure an appropriate improvement on a lot and prevent unreasonable hardship because of the site's constraints related to having three street frontages and associated setbacks as discussed in Section VII.A.1 of the Staff Report.

**E. PARKING MODIFICATION (SBMC §28.92.110.A.1)**

The proposed parking Modification is consistent with the purposes and intent of the Zoning Ordinance to provide sufficient parking for the uses on the project site. As discussed in Section VII.A.2 of the Staff Report, the parking modification will not cause an increase in the demand for parking or loading space in the immediate area because the project's parking demand will be met on-site.

**F. TRANSFER OF EXISTING DEVELOPMENT RIGHTS (SBMC §28.95.060)**

1. The proposed development plans for both the sending and receiving sites are consistent with the goals and objectives of the General Plan of the city of Santa Barbara and the Municipal Code.

*The multiple family development on the sending site (214 E. Yanonali St.) received approval by the Planning Commission on March 8, 2001 (MST2000-00637), and was determined to be consistent with the goals and objectives of the General Plan and the requirements of the Zoning Ordinance. This development has since been constructed and is an integral part of its surrounding neighborhood. Based on the findings made herein in support of development on the receiving site, with approval of the requested modifications, the proposed hotel building complies with all of the requirements of the Municipal Code and the General Plan.*

2. The proposed development will not be detrimental to the site(s), neighborhood or surrounding areas.

*The sending site project was approved by the Planning Commission and the Architectural Board of Review, which found the project to be appropriate, and development was granted occupancy in 2004. As described in Section IX of the staff report, the Historic Landmarks Commission has reviewed the proposed design for the new hotel on the receiving site and found it to be acceptable. Additionally, the Mitigated Negative Declaration prepared for the project analyzed the project's aesthetic and view impacts and found that the project would not have a significant environmental impact related to aesthetics.*

3. The floor area of proposed nonresidential development on the receiving site does not exceed the sum of the amount of Existing Development Rights 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 proposed total new floor area for the project (20,439 sq. ft.) does not exceed the sum of the transferred square footage (10,224 sq. ft.) and the amount of the Existing Development Rights (existing floor area, Small, Minor and Vacant Land Additions) of nonresidential square footage (10,215 sq. ft.) allocated to the receiving site, and, with approval of the modifications as noted above, does not exceed the maximum development allowed by the site's zoning.*

4. Each of the proposed nonresidential developments on the respective receiving site(s) will meet all standards for review as set forth in Section 28.87.300.E of the Municipal

Code and all provisions of this Chapter, and will comply with any additional specific conditions for a transfer approval.

*The sending site received approval by the Planning Commission on March 8, 2001, and met all standards for review. With the approval of the front setback modifications and parking modification, the receiving site complies with all standards for review in Section 28.87.300.E, as stated in the findings G.1 through G.7 below.*

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.

*The sending site was previously developed with over 33,317 net commercial sf, which was demolished to create a multi-family residential project. That project was approved by the Planning Commission on March 8, 2001, and has since been constructed. That development was also approved by the Architectural Board of Review which found it to be appropriate in size, scale, use, and configuration for the neighborhood and beneficial to the community. As described in Section IX of this staff report, the new hotel on the receiving site has been reviewed by the Historic Landmarks Commission and was found to be acceptable in size, bulk, scale, and configuration with the surrounding neighborhood.*

#### **G. DEVELOPMENT PLAN (SBMC §28.87.300)**

1. The proposed development complies with all provisions of the Zoning Ordinance.

*With approval of the requested modifications (refer to findings in Section B-E above), the proposed project is in compliance with all provisions of the City's Zoning Ordinance (Title 28), as identified in Section VII.A of the Staff Report.*

2. The proposed development is consistent with the principles of sound community planning.

*The project is consistent with the principles of sound community planning by developing an infill site in the coastal zone with a visitor-serving use. The project site has been previously developed, and was most recently used as a laundry facility and overflow parking lot. The project is consistent with the General Plan and Local Coastal Plan, as described in Sections VII.B and VII.C of the Staff Report. As identified in the Mitigated Negative Declaration, the project will have no significant unmitigated environmental impacts. The project is adequately served by public streets, public transportation and utilities.*

3. The proposed development 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.

*As described in Section IX of the staff report, the design has been reviewed by the City's Historic Landmarks Commission, which found the architecture and site design appropriate, and found the project consistent with applicable Design Guidelines and compatible with the architectural character of the City and the surrounding neighborhood. Additionally, the Mitigated Negative Declaration prepared for the project analyzed the project's aesthetic and view impacts and found that the project*

*would not have a significant environmental impact on aesthetics. Final review of the project, including architectural details, outdoor lighting, mechanical equipment and landscaping will be provided by the Historic Landmarks Commission.*

4. The proposed development will not have a significant unmitigated adverse impact upon City and South Coast affordable housing stock.

*The project will not result in a significant impact to City and South Coast affordable housing stock as it will establish a visitor-serving use on a property that is not zoned for residential development. No existing housing will be eliminated as a result of the project. The project will result in a very nominal increase in area employees; however, not enough to impact the City's existing housing supply.*

5. The proposed development will not have a significant unmitigated adverse impact on the City's water resources.

*Adequate City services are currently available to the project site. Water resource impacts are not anticipated with the construction of the proposed development because the increase in water demand will be minimal and can be accommodated by City water services. Refer to Section 9 (Public Services and Utilities) of the Initial Study in the Mitigated Negative Declaration.*

6. The proposed development will not have a significant unmitigated adverse impact on the City's traffic.

*The project will not generate substantial traffic and will not significantly impact any area intersections, as described in Section 11 (Transportation/Circulation) of the Initial Study in the Mitigated Negative Declaration.*

7. Resources will be available and traffic improvements will be in place at the time of project occupancy.

*As discussed in the Sections 9 and 11 of the Initial Study in the Mitigated Negative Declaration, adequate City services are currently available to the project site, and traffic improvements are not required.*

#### **H. COASTAL DEVELOPMENT PERMIT (SBMC §28.44.150)**

1. The project is consistent with the policies of the California Coastal Act.

*As discussed in Section VII.C of this Staff Report, the project, as conditioned, is consistent with the policies of the California Coastal Act because it does not result in adverse effects related to coastal resources, including public access, recreation, visitor-serving uses, marine environment, land resources and development.*

2. The project is consistent with all applicable policies of the City's Local Coastal Plan, all applicable implementing guidelines, and all applicable provisions of the Code.

*As discussed in Section VII.C of this Staff Report, the project, as conditioned, is consistent with all applicable policies of the City's Local Coastal Plan (including policies related to Hazards, Locating New Development, Visual Quality, and*

*Circulation/Parking), all applicable implementing guidelines and, with the requested modifications, all applicable provisions of the of the Municipal Code.*

Exhibits:

- A. Conditions of Approval
- B. Site Plan
- C. Applicant's letter, dated January 24, 2013
- D. Planning Commission Minutes, April 12, 2012
- E. Conceptual Review Site Plan, April 12, 2012
- F. Lockheed Brothers
- G. Waterfront Area Aesthetic Criteria and Evaluation Matrix
- H. Final Mitigated Negative Declaration dated January 31, 2013

## PLANNING COMMISSION CONDITIONS OF APPROVAL

101 STATE/16 W. MASON STREET

MODIFICATIONS, TRANSFER OF EXISTING DEVELOPMENT RIGHTS, DEVELOPMENT PLAN, COASTAL  
DEVELOPMENT PERMIT

FEBRUARY 7, 2013

- I. In consideration of the project approval granted by the Planning Commission and for the benefit of the owner(s) and occupant(s) of the Real Property, the owners and occupants of adjacent real property and the public generally, the following terms and conditions are imposed on the use, possession, and enjoyment of the Real Property:
- A. **Order of Development.** In order to accomplish the subject development, the following steps shall occur in the order identified:
1. Pay Fish and Game fee immediately upon project approval. Delays in payment will result in delays in filing the required Notice of Determination.
  2. Obtain all required design review approvals.
  3. Pay Land Development Team Recovery Fee.
  4. Submit an application for and obtain a Building Permit (BLD) to demolish any structures / improvements and/or perform rough grading. Comply with condition G "Construction Implementation Requirements."
  5. Record any required documents (see Recorded Conditions Agreement section).
  6. Permits.
    - a. Submit an application for and obtain a Building Permit (BLD) for construction of approved development and complete said development.
    - b. Submit an application for and obtain a Public Works Permit (PBW) for all required public improvements and complete said improvements.
- Details on implementation of these steps are provided throughout the conditions of approval.
- B. **Recorded Conditions Agreement.** The Owner shall execute a *written instrument*, which shall be prepared by Planning staff, reviewed as to form and content by the City Attorney, Community Development Director and Public Works Director, recorded in the Office of the County Recorder, and shall include the following:
1. **Approved Development.** The development of the Real Property approved by the Planning Commission on February 7, 2013 is limited to a three-story building of approximately 20,439 square feet to be used as a 34-room hotel with parking for 33 vehicles within a parking garage and the improvements shown on the plans signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.
  2. **Uninterrupted Water Flow.** The Owner shall allow for the continuation of any historic flow of water onto the Real Property including, but not limited to, swales, natural watercourses, conduits and any access road, as appropriate.

3. **Recreational Vehicle Storage Prohibition.** No recreational vehicles, boats, or trailers shall be stored on the Real Property.
4. **Landscape Plan Compliance.** The Owner shall comply with the Landscape Plan approved by the Historic Landmarks Commission (HLC). Such plan shall not be modified unless prior written approval is obtained from the HLC. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan, including any tree protection measures. If said landscaping is removed for any reason without approval by the HLC, the owner is responsible for its immediate replacement. The maintenance of landscape by the owner shall include landscape and trees along the frontage and parkways of the development.
5. **Storm Water Pollution Control and Drainage Systems Maintenance.** Owner shall maintain the drainage system and storm water pollution control devices in a functioning state. Should any of the project's surface or subsurface drainage structures or storm water pollution control methods fail to capture, infiltrate, and/or treat water, or result in increased erosion, the Owner shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the Owner shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Building Permit and Coastal Development Permit is required to authorize such work. The Owner is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health, or damage to the Real Property or any adjoining property.
6. **Pesticide or Fertilizer Usage Near Creeks.** The use of pesticides or fertilizer shall be prohibited on the site.
7. **Transportation Demand Management.** The following alternative mode incentives shall be incorporated into the project to reduce traffic impacts caused by the project. Owner shall be responsible for ensuring that all tenants comply with the provisions of the approved Transportation Demand Management (TDM) Plan.
  - a. **Bus Routes and Schedules Posted.** Notice of MTD bus routes and schedules shall be placed and maintained up-to-date in a central (public) location accessible to employees.
  - b. **Ride-Sharing Program.** Employees shall be made aware of the Ride-Sharing Program or similar successor programs administered by Traffic Solutions or successor agency.
8. **Visitor Information Program.** A Visitor Information Program shall be prepared and implemented, subject to review and approval by the Transportation Manager. The program shall include, but not be limited to:
  - a. Provide links to alternative transportation sites on the company website.

- b. Provide mail information to visitors (prior to them coming) regarding alternative transportation available in Santa Barbara.
  - c. A means of providing train, bus and airline schedules and maps to prospective hotel guests.
  - d. A means of providing hotel guests with information on alternative transportation modes, schedules, and maps of access to the Central Business District, beach area and other local and regional points of interest.
  - e. Advertisement for and solicitation of meetings and other events which includes explanation of the City's clean air and energy reduction goals and an explanation of the benefits of using alternative transportation modes.
9. **Recyclable Material Use and Collection for Hotels.** Hotel operators shall encourage guests to recycle by using recyclable materials, and providing sufficient and appropriate receptacles, such as recycling containers, in each room. Recyclable material collection and pick-up areas shall be provided on-site for the hotel operations. A minimum of 50 percent of the area devoted to holding trash for the project shall be used for recycling purposes.
10. **Areas Available for Parking.** All parking areas and access thereto shall be kept open and available in the manner in which it was designed and permitted.
- C. **Design Review.** The project, including public improvements, is subject to the review and approval of the Historic Landmarks Commission (HLC). The HLC shall not grant project design approval until the following Planning Commission land use conditions have been satisfied.
1. **Landscape Species.** No invasive species shall be included in the landscape plan due to proximity to Mission Creek.
  2. **Tree Removal and Replacement.** All trees removed, except fruit trees and street trees approved for removal without replacement by the Parks Department, shall be replaced on-site on a one-for-one basis with minimum 15 gallon size tree(s) of an appropriate species or like species, in order to maintain the site's visual appearance and reduce impacts resulting from the loss of trees.
  3. **Commemorative Plaque.** The existing commemorative plaque (or other similar commemorative plaque or educational display) memorializing the location of Loughhead Aircraft Manufacturing of Santa Barbara shall be incorporated into the project. Final location and details to be approved by the Historic Landmarks Commission. *(CR-1)*
  4. **Nighttime Lighting.** Lighting installed on the hotel shall be sensitive to the Creek habitat and shall be minimized in areas that could result in undue nighttime lighting affecting Mission Creek. The Historic Landmarks Commission shall review the project's lighting plan for compliance with the City's Outdoor Lighting and Design Ordinance with particular attention paid to lighting that has the potential to affect Mission Creek. *(BIO-1)*

5. **Screened Backflow Device.** The backflow devices for fire sprinklers, pools, spas, solar panels and/or irrigation systems shall be provided in a location screened from public view or included in the exterior wall of the building, as approved by the HLC.
  6. **Location of Dry Utilities.** Dry utilities (e.g. above-ground cabinets) shall be placed on private property unless deemed infeasible for engineering reasons. If dry utilities must be placed in the public right-of-way, they shall be painted "Malaga Green," and if feasible, they shall be screened as approved by HLC.
  7. **Trash Enclosure Provision.** A trash enclosure with adequate area for recycling containers (an area that allows for a minimum of 50 percent of the total capacity for recycling containers) shall be provided on the Real Property and screened from view from surrounding properties and the street.  

Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs, unless protected with fire sprinklers.
  8. **Kimberly Avenue Frontage Landscaping.** If construction of the hotel proceeds to a point where the owner wishes to obtain a certificate of occupancy and the right-of-way for the Kimberly Avenue relocation has not been acquired, Owner shall landscape the open space on the project site between the existing right of way and the hotel in a manner approved by the HLC.
- D. **Requirements Prior to Permit Issuance.** The Owner shall submit the following, or evidence of completion of the following, for review and approval by the Department listed below prior to the issuance of any permit for the project. Some of these conditions may be waived for demolition or rough grading permits, at the discretion of the department listed. Please note that these conditions are in addition to the standard submittal requirements for each department.
1. **Public Works Department.**
    - a. **Approved Public Improvement Plans.** Public Improvement Plans as identified in condition D.1.d "State Street Public Improvements," condition D.1.e "West Mason Street Public Improvements," and condition D.1.f "Kimberly Avenue Public Improvements" shall be submitted to the Public Works Department for review and approval. Upon acceptance of completed public improvement plans, a Building permit may be issued if the Owner has bonded for public improvements and executed the *Agreement to Construct and Install Improvements (Not a Subdivision)*.
    - b. **Water Rights Assignment Agreement.** The Owner shall assign to the City of Santa Barbara the exclusive right to extract ground water from under the Real Property in an *Agreement Assigning Water Extraction Rights*. Engineering Division Staff prepares said agreement for the Owner's signature. The water rights agreement shall be completed separately but

concurrently with merger document and prior to issuance of the building permit.

- c. **Drainage and Water Quality.** The project is required to comply with Tier 3 of the Storm Water Management Plan (treatment, rate and volume). The Owner shall submit drainage calculations prepared by a registered civil engineer or licensed architect demonstrating that the new development will comply with the City's Storm Water Management Plan. Project plans for grading, drainage, stormwater facilities and treatment methods, and project development, shall be subject to review and approval by the City Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants (including, but not limited to trash, hydrocarbons, fertilizers, bacteria, etc.), or groundwater pollutants would result from the project.

The Owner shall provide an Operations and Maintenance Procedure Plan (describing replacement schedules for pollution absorbing pillows, etc.) for the operation and use of the storm drain surface pollutant interceptors. The Plan shall be reviewed and approved consistent with the Storm Water Management Plan BMP Guidance Manual.

- d. **State Street Public Improvements.** The Owner shall submit C-1 public improvement or Public Works plans for construction of improvements along the property frontage on State Street. Plans shall be submitted separately from plans submitted for a Building Permit, and shall be prepared by a licensed civil engineer registered in the State of California. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following:

- Remove and reconstruct access ramp to meet current access ramp standards.
- Install curb drain through existing curb by core drilling of existing curb.
- Install a new water service, meter and meter box and pay additional buy in fees and connection fees for water and sewer per current fee resolution at time of will serve letter.

- e. **West Mason Street Public Improvements.** The Owner shall submit C-1 public improvement or Public Works plans for construction of improvements along the property frontage on West Mason Street. Plans shall be submitted separately from plans submitted for a Building Permit, and shall be prepared by a licensed civil engineer registered in the State of California. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following:

- Remove and salvage sandstone curbs per City standards and replace with concrete curb. Conform new curb return for the new access ramp at Kimberly Avenue and Mason Street to match the existing curb alignment on Mason Street.
- Install fire protection service and fire service backflow device and pumper connection per City standards and pay fireline connection fee per current resolution at time of occupancy.
- Install curb drain through existing curb by core drilling of the existing curb.
- Install new sewer service lateral if needed for capacity and remove or abandon existing lateral as approved by the City Engineer.
- Install new street light on Mason Street near the corner of Kimberly Avenue. The location and type of decorative light shall be approved by the City Engineer.
- Remove the existing driveway and replace with parkway and sidewalk to match and conform to the existing sidewalk and parkway.
- Remove overhead electrical, cable and television service lines to the existing building. Install new underground services for electrical, cable, and telephone as needed to serve the new building. No new overhead lines shall be installed.
- Remove any temporary asphalt improvements resulting from the soil remediation permit per City Permit Bld2012-02281 and replace with permanent improvements per City Standards within right of way to conform with existing improvements.

f. **Kimberly Avenue Public Improvements.** The Owner shall submit C-1 public improvement or Public Works plans for construction of improvements along the property frontage on Kimberly Avenue. Plans shall be submitted separately from plans submitted for a Building Permit, and shall be prepared by a licensed civil engineer registered in the State of California. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following:

- Remove existing flatwork behind curb and install City standard sidewalk from the existing property line to the back of the existing curb.
- Install curb cut for a new commercial driveway to access the proposed onsite parking.
- If construction of the hotel precedes the construction of the realignment of Kimberly Avenue, relocate existing improvements in the right of way as necessary to clear the proposed driveway access, including:
  - The utility pole
  - Utility vaults



been executed and recorded, evidence of the recording shall be submitted to the Community Development Department.

- c. **Project Environmental Coordinator Required.** Submit to the Planning Division a contract with a qualified independent consultant to act as the Project Environmental Coordinator (PEC). Both the PEC and the contract are subject to approval by the City's Environmental Analyst. The PEC shall be responsible for assuring full compliance with the provisions of the Mitigation Monitoring and Reporting Program (MMRP) and Conditions of Approval to the City. The contract shall include the following, at a minimum:
- (1) The frequency and/or schedule of the monitoring of the mitigation measures.
  - (2) A method for monitoring the mitigation measures.
  - (3) A list of reporting procedures, including the responsible party, and frequency.
  - (4) A list of other monitors to be hired, if applicable, and their qualifications.
  - (5) Submittal of weekly reports during demolition, excavation, grading and footing installation and monthly reports on all other construction activity regarding MMRP and condition compliance by the PEC to the Community Development Department/Case Planner.
  - (6) Submittal of a Final Mitigation Monitoring Report.
  - (7) 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 the MMRP and conditions of approval, including the authority to stop work, if necessary, to achieve compliance with mitigation measures.
- d. **Geotechnical Studies.** A Final Geotechnical Report shall be prepared and submitted to the City's Building Division as part of the City Building and Safety Division review and approval of the construction plans. Grading and foundation plans shall be reviewed by a Geotechnical Engineer and Engineering Geologist to ensure compliance with the recommendations in the Final Report. Compliance shall be demonstrated on plans submitted for grading and building permits and subject to City Building and Safety Division review and approval. (*GEO-1*)
- e. **Construction Techniques.** Construction of the building shall be done using cast-in-place piles (or similar construction technique that does not result in noise or vibration impacts to sensitive species in Mission Creek). Typical driven piles shall not be used. (*BIO-3*)

- f. **Soils Management Plan.** A soils management plan, including a confirmation soil sampling plan, shall be submitted to the Santa Barbara County Fire Department, Fire Prevention Division for review and approval prior to issuance of a building permit for development at the project site. The soils management plan shall describe the procedures to properly handle and dispose of hydrocarbon impacted soils that may be encountered during site grading activities. (HAZ-1)
- g. **Contractor and Subcontractor Notification.** The Owner shall notify in writing all contractors and subcontractors of the site rules, restrictions, and Conditions of Approval. Submit a draft copy of the notice to the Planning Division for review and approval.
- h. **Letter of Commitment for Neighborhood Notification Prior to Construction.** The Owner shall submit to the Planning Division a letter of commitment to provide the written notice specified in condition E.1 "Neighborhood Notification Prior to Construction" below. The language of the notice and the mailing list shall be reviewed and approved by the Planning Division prior to being distributed. An affidavit signed by the person(s) who compiled the mailing list shall be submitted to the Planning Division.
- i. **Letter of Commitment for Pre-Construction Conference.** The Owner shall submit to the Planning Division a letter of commitment to hold the Pre-Construction Conference identified in condition E.2 "Pre-Construction Conference" prior to disturbing any part of the project site for any reason.
- j. **Design Review Requirements.** Plans shall show all design, landscape and tree protection elements, as approved by the appropriate design review board and as outlined in Section C "Design Review," and all elements/specifications shall be implemented on-site.
- k. **Mitigation Monitoring and Reporting Requirement.** Note on the plans that the Owner shall implement the Mitigation Monitoring and Reporting Program (MMRP) for the project's mitigation measures, as outlined in the Mitigated Negative Declaration for the project.
- l. **Conditions on Plans/Signatures.** The final Resolution shall be provided on a full size drawing sheet as part of the drawing sets. Each condition shall have a sheet and/or note reference to verify condition compliance. If the condition relates to a document submittal, indicate the status of the submittal (e.g., Final Map submitted to Public Works Department for review). A statement shall also be placed on the sheet as follows: The undersigned have read and understand the required conditions, and agree to abide by any and all conditions which are their usual and customary responsibility to perform, and which are within their authority to perform.

Signed:

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

- E. **Construction Implementation Requirements.** All of these construction requirements shall be carried out in the field by the Owner and/or Contractor for the duration of the project construction, including demolition and grading.
1. **Neighborhood Notification Prior to Construction.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses, and residents within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the Project Environmental Coordinator (PEC) and Contractor(s), site rules and Conditions of Approval pertaining to construction activities, and any additional information that will assist Building Inspectors, Police Officers and the public in addressing problems that may arise during construction. *(N-1)*
  2. **Pre-Construction Conference.** Not less than 10 days or more than 20 days prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Community Development Department Building and Planning Divisions, the Property Owner, Architect, Project Engineer, Project Environmental Coordinator, Mitigation Monitors (if any), Contractor and each Subcontractor.
  3. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor's and Project Environmental Coordinator's (PEC's) name, contractor's and PEC's telephone number(s), construction work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval. The font size shall be a minimum of 0.5 inches in height. Said sign shall not exceed six feet in height from the ground if it is free-standing or placed on a fence. It shall not exceed 24 square feet if in a multi-family or commercial zone.

4. **Bird Nesting.** Removal of vegetation shall be avoided during the bird nesting season (February 15 to September 15) where feasible. If avoidance is not feasible, a qualified biologist shall conduct a nesting bird survey no more than seven (7) days prior to removal of any trees or vegetation scheduled to occur from February 15 through September 15. If nesting is found, the trees/vegetation shall not be removed until after the young have fledged and the biologist should establish a protective buffer around the nest as needed. *(BIO-2)*
5. **Sandstone Curb Recycling.** Any existing sandstone curb in the public right-of-way that is removed and not reused shall be carefully salvaged and delivered to the City Corporation Annex Yard on Yanonali Street.
6. **Construction Hours.** Construction (including preparation for construction work) shall only be permitted Monday through Friday between the hours of 7:00 a.m. and 7:00 p.m., excluding the following holidays:

New Year's Day	January 1st*
Martin Luther King, Jr. Day	3rd Monday in January
Presidents' Day	3rd Monday in February
Memorial Day	Last Monday in May
Independence Day	July 4th*
Labor Day	1st Monday in September
Thanksgiving Day	4th Thursday in November
Following Thanksgiving Day	Friday following Thanksgiving Day
Christmas Day	December 25th*

\*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the City to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out said construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number. *(N-2)*

7. **Construction Storage/Staging.** Construction vehicle/ equipment/ materials storage and staging shall be done on-site. No parking or storage shall be permitted within the public right-of-way, unless specifically permitted by the Transportation Manager with a Public Works permit.
8. **Construction Parking.** 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 Transportation Manager.

9. **Construction Equipment Sound Control.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices. (N-3)
10. **Air Quality and Dust Control.** The following measures shall be shown on grading and building plans and shall be adhered to throughout grading, hauling, and construction activities:
  - a. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
  - b. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
  - c. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
  - d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.
  - e. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
  - f. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.
  - g. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
  - h. Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles.

For more information, please refer to the CARB website at [www.arb.ca.gov/msprog/ordiesel/ordiesel.htm](http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm).

- i. All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.
  - j. Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.
  - k. Diesel powered equipment should be replaced by electric equipment whenever feasible.
  - l. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.
  - m. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
  - n. All construction equipment shall be maintained in tune per the manufacturer's specifications.
  - o. The engine size of construction equipment shall be the minimum practical size.
  - p. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
11. **Asbestos & Lead-Containing Materials.** Pursuant to Air Pollution Control District (APCD) Rule 1001, the applicant is required to complete and submit an Asbestos Demolition / Renovation Notification form for each regulated structure to be demolished or renovated. The completed notification shall be provided to the Santa Barbara County APCD with a minimum of 10 working days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition. Any abatement or removal of asbestos and lead-containing materials must be performed in accordance with applicable federal, State, and local regulations. Disposal of material containing asbestos and/or lead shall be in sent to appropriate landfills that are certified to accept this material.

12. **APCD Permits/Compliance.**

- a. The Applicant shall contact the APCD's Engineering and Compliance Division to determine if Authority to Construct and/or Permit to Operate Permits will be required for the remediation of the site.
- b. APCD Permits must be obtained for all equipment that requires an APCD permit. APCD Authority to Construct permits are required for diesel engines rated at 50 bhp and greater (e.g. firewater pumps and emergency standby generators) and boilers/large water heaters whose combined heat input rating exceeds 2.0 million BTUs per hour.
- c. Small boilers and water heating units (rated between 75,000 and 2.0 million Btu/hr) must comply with the emission limits and certification requirements of APCD Rule 360. Combinations of units totaling 2.0 million Btu/hr or greater are required to obtain a District permit prior to installation.

13. **Mitigation Monitoring Compliance Reports.** The PEC shall submit weekly reports during demolition, excavation, grading and footing installation and monthly reports on all other construction activity regarding MMRP compliance to the Community Development Department Planning Division.

14. **Unanticipated Archaeological Resources Contractor Notification.** Standard discovery measures shall be implemented per the City master Environmental Assessment throughout grading and construction: Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and the Owner shall retain an archaeologist from the most current City Qualified Archaeologists List. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City

Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

A final report on the results of the archaeological monitoring shall be submitted by the City-approved archaeologist to the Environmental Analyst within 180 days of completion of the monitoring and prior to any certificate of occupancy for the project.

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

1. **Repair Damaged Public Improvements.** Repair any public improvements (curbs, gutters, sidewalks, roadways, etc.) or property damaged by construction subject to the review and approval of the Public Works Department per SBMC §22.60. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified arborist.
2. **Complete Public Improvements.** Public improvements, as shown in the public improvement plans or building plans, shall be completed.
3. **New Construction Photographs.** Photographs of the new construction, taken from the same locations as those taken of the story poles prior to project approval, shall be taken, attached to 8 ½ x 11” board and submitted to the Planning Division.
4. **Mitigation Monitoring Report.** Submit a final construction report for mitigation monitoring.

G. **General Conditions.**

1. **Compliance with Requirements.** All requirements of the city of Santa Barbara and any other applicable requirements of any law or agency of the State and/or any government entity or District shall be met. This includes, but is not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.), the 1979 Air Quality Attainment Plan, and the California Code of Regulations.
2. **Approval Limitations.**
  - a. The conditions of this approval supersede all conflicting notations, specifications, dimensions, and the like which may be shown on submitted plans.
  - b. All buildings, roadways, parking areas and other features shall be located substantially as shown on the plans approved by the Planning Commission.
  - c. Any deviations from the project description, approved plans or conditions must be reviewed and approved by the City, in accordance with the Planning Commission Guidelines. Deviations may require changes to the permit and/or further environmental review. Deviations without the above-described approval will constitute a violation of permit approval.

3. **California Department of Fish and Game Fees Required.** Pursuant to Section 21089(b) of the California Public Resources Code and Section 711.4 et. seq. of the California Fish and Game Code, the approval of this permit/project shall not be considered final unless the specified Department of Fish and Game fees are paid and filed with the California Department of Fish and Game within five days of the project approval. The fees required are \$2,995.25 for projects with Environmental Impact Reports and \$2,156.25 for projects with Negative Declarations. Without the appropriate fee, the Notice of Determination cannot be filed and the project approval is not operative, vested, or final. The fee shall be delivered to the Planning Division immediately upon project approval in the form of a check payable to the California Department of Fish and Game. Please note that a filing fee of \$50.00 is also required to be submitted with the Fish and game fee in the form of a separate check payable to the County of Santa Barbara.
4. **Land Development Team Recovery Fee Required.** The land development team recovery fee (30% of all planning fees, as calculated by staff) shall be paid at time of building permit application.
5. **Site Maintenance.** The existing site/structure shall be maintained and secured. Any landscaping shall be watered and maintained.
6. **Litigation Indemnification Agreement.** In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant/Owner hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors ("City's Agents") from any third party legal challenge to the City Council's denial of the appeal and approval of the Project, including, but not limited to, challenges filed pursuant to the California Environmental Quality Act (collectively "Claims"). Applicant/Owner further agrees to indemnify and hold harmless the City and the City's Agents from any award of attorney fees or court costs made in connection with any Claim.

Applicant/Owner shall execute a written agreement, in a form approved by the City Attorney, evidencing the foregoing commitments of defense and indemnification within thirty (30) days of being notified of a lawsuit regarding the Project. These commitments of defense and indemnification are material conditions of the approval of the Project. If Applicant/Owner fails to execute the required defense and indemnification agreement within the time allotted, the Project approval shall become null and void absent subsequent acceptance of the agreement by the City, which acceptance shall be within the City's sole and absolute discretion. Nothing contained in this condition shall prevent the City or the City's Agents from independently defending any Claim. If the City or the City's Agents decide to independently defend a Claim, the City and the City's Agents shall bear their own attorney fees, expenses, and costs of that independent defense.

II. **NOTICE OF MODIFICATION APPROVAL TIME LIMITS:**The Planning Commission action approving the Modification shall terminate two (2) years from the date of the approval, per Santa Barbara Municipal Code §28.87.360, unless:

1. An extension is granted by the Community Development Director prior to the expiration of the approval; or
2. A Building permit for the use authorized by the approval is issued and the construction authorized by the permit is being diligently pursued to completion and issuance of a Certificate of Occupancy.

**NOTICE OF DEVELOPMENT PLAN TIME LIMITS:**

The Planning Commission action approving the Development Plan shall expire four (4) years from the date of approval per Santa Barbara Municipal Code §28.87.350, unless:

1. A building or grading permit for the work authorized by the development plan is issued prior to the expiration date of the approval.
2. The Community Development Director grants an extension of the development plan approval upon finding that the applicant has demonstrated due diligence in implementing and completing the proposed project. The Community Development Director may grant one (1) one-year extension of the development plan approval.

**NOTICE OF COASTAL DEVELOPMENT PERMIT TIME LIMITS:**

The Planning Commission action approving the Coastal Development Permit shall expire two (2) years from the date of final action upon the application, per Santa Barbara Municipal Code §28.44.230, unless:

1. Otherwise explicitly modified by conditions of approval for the coastal development permit.
2. A Building permit for the work authorized by the coastal development permit is issued prior to the expiration date of the approval.
3. The Community Development Director grants an extension of the coastal development permit approval. The Community Development Director may grant up to three (3) one-year extensions of the coastal development permit approval. Each extension may be granted upon the Director finding that: (i) the development continues to conform to the Local Coastal Program, (ii) the applicant has demonstrated due diligence in completing the development, and (iii) there are no changed circumstances that affect the consistency of the development with the General Plan or any other applicable ordinances, resolutions, or other laws.

**NOTICE OF TIME LIMITS FOR PROJECTS WITH MULTIPLE APPROVALS (S.B.M.C. § 28.87.370):**

If multiple discretionary applications are approved for the same project, the expiration date of all discretionary approvals shall correspond with the longest expiration date specified by any of the land use discretionary applications, unless such extension would conflict with state or federal law.

PLANNING COMMISSION CONDITIONS OF APPROVAL  
101 STATE/16 W. MASON STREET  
FEBRUARY 7, 2013  
PAGE 18 OF 18

The expiration date of all approvals shall be measured from date of the final action of the City on the longest discretionary land use approval related to the application, unless otherwise specified by state or federal law.







CEARNAL ANDRULAITIS LLP  
ARCHITECTURE & INTERIOR DESIGN

January 24, 2013

City of Santa Barbara  
630 Garden Street  
Santa Barbara, CA 93101  
Attn: Planning Division

Re: MST: 2011-00171  
101 State Street/16 West Mason Street  
Santa Barbara, CA 93101  
APN #033-075-006, -011

Dear Planning Commission,

We are pleased to submit for your review a new hotel project located at the Northwest corner of State Street & Mason Street. The site is an underutilized property whose redevelopment will further enhance this important gateway to the waterfront and downtown. As an enhancement to the Harbor View Hotel, this project will provide unique room arrangements and important revenues to the City through additional bed taxes.

The .46 acre site is comprised of two contiguous parcels; one is 14,002 sq. ft. with a 40 space asphalt parking lot and the other is 5,003 sq. ft. with an existing one-story laundry building serving the Harbor View Inn. The State Street frontage includes a covered bus stop and plaster wall that encroach into the original property boundaries as part of State Street enhancements constructed in the early 1990's. The existing vegetation includes 2 Canary Island Palms, 4 Eucalyptus trees, 1 Jacaranda tree and a Washingtonia palm, 2 Queen palms and 2 King palms.

The proposed project includes the demolition of the existing laundry building and parking lot and the construction of a new three-story 34 room hotel with approximately 773 sq. ft. of lobby and a 1,051 sq. ft. laundry facility. Parking for the guest rooms is located in a 33 space 10,332 sq. ft. parking structure which includes 2 accessible spaces. The parking has been designed at-grade due to the high water table. Additionally, with the site located in a flood zone with a base flood elevation of 11.05 ft., which is approximately 1.5 feet higher than the (E) grade, we have positioned the parking, along with laundry and lobby functions, at base flood grade and flood proofed them. As a result of the project and soil remediation, all of the (E) trees will be removed and replaced by new landscaping per the landscape plan.

**EXHIBIT C**

The combined total allowed Measure E floor area is 10,215 sq. ft. A total of 10,238 square feet of Measure E development credits will be purchased and transferred to the subject property. The sending site is 210-222 East Yanonali Street. Sending owner is Hitchcock State Street Real Estate, Inc.

The site has three front yards, and consequently three 20 foot setbacks pursuant to the HRC-2 zone requirements. We are requesting a modification for all three front yard setbacks. The justification for each frontage is as follows:

1) State Street - The pattern and character of these three blocks of State Street from Cabrillo to the freeway, as it is for downtown State Street, is for buildings to be of an urban character with little or no setback. The building is setback a reasonable and appropriate amount that allows for ample landscaping. Additionally, we have stepped the building back from two to three stories on this State Street frontage, with the 3<sup>rd</sup> story over 48' back from the property line.

2) Mason Street - With the California hotel, a four story building at the back of the sidewalk, as our neighbor to the South, we have created varied setbacks and layering from one, two, and three stories along this frontage. Given the pattern of Mason Street on either side of State Street, including the proposed Entrada project, we are proposing a setback consistent and appropriate with our neighboring properties.

3) Kimberly Avenue - The property is already being reduced along this frontage as a result of the Mission Creek alignment at Mason Street Bridge. Given the nature of the creek realignment and associated open space as well as the pattern of existing buildings along Kimberly Avenue, we believe the setback we are proposing is justified to minimize the impact of the encroachment.

We received Concept Review by your Commission on April 12, 2012. The Commission was very supportive of the project architecture and size, bulk and scale as well as the 3 requested front yard modifications.

However, we were asked to remove 2 open parking spaces in the State Street front yard and to lower or remove the proposed 5 ft. high wall in order to create a better pedestrian experience along State Street. To achieve this, your Commission suggested we pursue a minor parking modification, as long as we could demonstrate we met our parking demand. Consequently, we are also requesting a parking modification to allow 33 parking spaces in lieu of the required 34. This request is justified in our parking analysis, as we meet our parking demand, and by our proximity to the train depot.

Planning Commission Concept Review  
March 19, 2012  
Re: 101 State St./16 W. Mason St.  
Page 3

The proposed 5 ft. high wall has been removed, but a portion of the 36" existing wall directly behind the bus stop, including the commemorative plaque to John K. Northrup and the Loughhead brothers, is being preserved. Additionally, since our Concept Review, we have eliminated a driveway at Mason Street, which has increased our landscape area, and we have added articulation & relief on the Kimberly Ave. elevation.

We believe we have addressed all your concerns with this application and that the project is ready for approval. It has been substantially reviewed by the Historic Landmarks Commission and received their favorable comments.

We very much look forward to your review and approval for this important redevelopment project on lower State Street. Enclosed are 10 sets of folded plans. Complete Project Statistics are provided on the enclosed plans.

Thank you for your consideration.

Respectfully,

A handwritten signature in black ink, appearing to read 'Brian Cearnal', with a vertical line extending downwards from the start of the signature.

Brian Cearnal, AIA, LEED AP  
Partner  
*Cearnal Andrulaitis LLP*

encl.: Site photographs, 10 sets folded plans

cc.: Mark Romasanta, Beach Motel Partners





# City of Santa Barbara Planning Division

## PLANNING COMMISSION MINUTES

April 12, 2012

### CALL TO ORDER:

Chair Lodge called the meeting to order at 1:00 P.M.

### **I. ROLL CALL**

Chair Sheila Lodge, Vice Chair Mike Jordan, Commissioners Bruce Bartlett, John P. Campanella, Stella Larson, Deborah L. Schwartz, and Addison Thompson.

### **STAFF PRESENT:**

Danny Kato, Senior Planner  
N. Scott Vincent, Assistant City Attorney  
Allison De Busk, Project Planner  
Julie Rodriguez, Planning Commission Secretary

### **II. PRELIMINARY MATTERS:**

- A. Requests for continuances, withdrawals, postponements, or addition of ex-agenda items.  
None.
- B. Announcements and appeals.  
None.
- C. Comments from members of the public pertaining to items not on this agenda.  
Chair Lodge opened the public hearing at 1:01 P.M. and, with no one wishing to speak, closed the hearing.

### **III. CONCEPT REVIEW:**

#### **ACTUAL TIME: 1:01 P.M.**

**RECUSALS:** Commissioner Bartlett recused himself to avoid any actual or perceived conflict of interest due to being the Architect for the neighboring La Entrada project.

Commissioner Bartlett left the dais at 1:01 P.M. and did not return to the dais.

**CONCEPT REVIEW OF AN APPLICATION OF MARIA MARTINEZ, ARCHITECT WITH CEARNAL ANDRULAITIS, LLP FOR ROMASANTA FAMILY LIVING TRUST, 101 STATE STREET AND 16 W. MASON STREET, APN: 033-075-006 AND -011, HOTEL AND RELATED COMMERCE/ COASTAL OVERLAY (HRC-2/SD-3) ZONES, GENERAL PLAN DESIGNATION: OCEAN RELATED COMMERCIAL/ MEDIUM HIGH RESIDENTIAL (MST2011-00171)**

The project consists of the construction of a new three-story hotel containing 34 hotel rooms, a lobby, laundry room and 34 parking spaces. The existing laundry room and 40-space surface parking lot would be demolished. The project site includes two parcels, and is bounded by State Street, West Mason Street and Kimberly Avenue.

The purpose of the concept review is to allow the Planning Commission and the public an opportunity to review the proposed project design at a conceptual level and provide the Applicant and Staff with feedback and direction regarding the proposed land use and design. The opinions of the Planning Commission may change or there may be ordinance or policy changes that could affect the project that would result in requests for project design changes. **No formal action on the development proposal will be taken at the concept review, nor will any determination be made regarding environmental review of the proposed project.**

The probable discretionary applications required for this project are:

1. A Modification to allow less than the required front setback along State Street (SBMC §28.92.110.A.2);
2. A Modification to allow less than the required front setback along West Mason Street (SBMC §28.92.110.A.2);
3. A Modification to allow less than the required front setback along Kimberly Avenue (SBMC §28.92.110.A.2);
4. A Development Plan to allow the construction of 21,253 square feet of nonresidential development (SBMC §28.87.300);
5. A Transfer of Existing Development Rights to transfer 11,038 square feet of nonresidential floor area from a yet to be identified parcel to the project site (SBMC §28.95.060); and  
A Coastal Development Permit to allow the proposed development in the Appealable and Non-Appealable Jurisdiction of the City's Coastal Zone (SBMC §28.44.060).

Case Planner: Allison De Busk, Project Planner  
Email: ADeBusk@SantaBarbaraCA.gov

Phone: 805-564-5470, ext. 4552

Allison De Busk, Project Planner, gave the Staff presentation.

Brian Cearnal, Cearnal Andrulaitis Architects, gave the Applicant presentation joined by Mark Romasanta, Owner.

Chair Lodge opened the public hearing at 1:56 P.M. and with no one wishing to speak, the public hearing was closed.

Chair Lodge acknowledged public comment letters received from Paula Westbury, Santa Barbara, CA and The Santa Barbara Urban Creeks Council.

Commissioner's comments:

- Commissioner Schwartz thought the hotel project would bring vitality to the downtown area. Would like to have the site reflect the history of the Loughhead Brothers (later changed to Lockheed) to the extent possible. Overall, the project is going in the right direction.
- Commissioner Thompson appreciated the open corner with courtyard and pedestrian friendliness. Sees the justification for the State Street modification; however, would like the Applicant to rethink raising the front wall to 6 ft. because it would be less pedestrian friendly than the lower wall as it exists. Not in favor of parking cars in front of the building and does not like the opening facing State Street. Suggested eliminating the cars and keeping the wall at a more pedestrian friendly height. For Mason Street side, finds an articulated building façade in the setback to be preferable to a flat wall face going up a few stories that meets the setback requirement. For the Kimberly frontage, suggested more building articulation. He needs to know more about the future realignment of Kimberly Avenue before he can make comments on the modification request.
- Commissioner Larson can support the Mason Street modification, but was uncertain of the Kimberly modification and would like to know more about the Kimberly realignment before making any decisions. On State Street, she is concerned about the pedestrian experience and would like to see the wall kept low and become a part of the plaza experience. Cars and blank walls don't promote the pedestrian experience, and another solution is needed. Appreciates any green elements that can be incorporated. Trash management is important because of the neighboring creek and drainage to the creek. Suggested eliminating one driveway and consolidating the ingress/egress into one. Asked that bicycle parking be included.
- Commissioner Jordan supports all three modification requests in concept. Commented that the site is already constrained and will be further constrained with the Kimberly Avenue realignment. Doesn't think the project will affect significant public views, as the views aren't seen by many. Commissioners Jordan and Thompson would prefer to see a parking modification to eliminate the two parking spaces on State Street and gain more setback space. All sides of the building are consistent with the surrounding development pattern. The project is falling in with City's plan on realignment of the Creek. If the parking spaces on State Street are lost, then it would allow for an enhancement of the bus stop, or a mural or artwork on the side of building that blends in with tile at the bus stop. This project needs to comply with Tier 3 storm water management requirements, so he's okay with the creek setback. Suggested talking with the Creeks Division and looking at contributing to improvements along the new bank on the eastern side of the creek.

Conceptually, in plaza area, and with parking spaces moved out, suggested offering a small area of storage space or signage that would mix in with trolley and the bus stop.

- Commissioner Campanella liked the design and how the massing is broken up, especially the short wall on State Street that contributes to breaking up the massing. Agrees with some of the suggestions offered regarding the two uncovered parking space and more landscaping along State. Some more simulations with the trellis would be good at a future review. Supports the modifications because the articulation and the total building size are still within the total volume that could be constructed if setbacks were adhered to. Likes the corner gathering spot and sees it as a potential user friendly area for guest assembly, as well as the community.
- Commissioner Lodge was concerned with the State Street frontage and the height of the wall; believes the height of the wall should remain no higher than it is currently. The intent of this zone is to preserve openness, and a 6' wall would close off and take away from the pedestrian experience. Could support a parking modification. Would like to see more setback at Kimberly; since this lot has two corners, could support some modification.

Mr. Cearnal appreciated the comments and raised the question for the possibility of a parking modification in the coastal zone if the parking demand could be met. Staff was open to further exploration if it could be shown that the parking demand was met.

#### IV. ADMINISTRATIVE AGENDA

##### ACTUAL TIME: 2:20 P.M.

#### D. Committee and Liaison Reports.

##### 1. Staff Hearing Officer Liaison Report

None was given.

##### 2. Other Committee and Liaison Reports

- a. Commissioner Larson reported on the Historic Landmarks Commission meeting of April 11, 2012.
- b. Commissioner Campanella reported on the Downtown Parking Committee meeting of April 12, 2012.
- c. Commissioner Thompson reported on the Single Family Design Board meeting of April 2, 2012.
- d. Commissioner Campanella reported that the City Council implementation is moving forward on the Average Unit Density (AUD).





## LOCKHEED BROTHERS

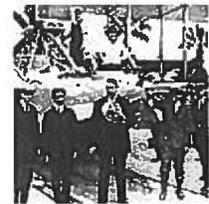
The story of Lockheed Aircraft begins with Allan and Malcolm Loughead. The brothers first became fascinated with aviation after witnessing several glider demonstrations. In 1910, Allan began work as an airplane mechanic and shortly thereafter learned how to fly. When Allan returned to San Francisco in 1912, he and his brother, Malcolm, decided they might be able to make money flying people in planes.



*Malcolm (left) and Allan Loughead in the cockpit of their F-1 flying boat.*

Borrowing \$4,000 from a local cab company, the Loughead brothers built their two-seat flying boat, the Model G, in 1913. The ten-dollar fee the brothers were charging for a plane ride was apparently more than most people were willing to pay. Unable to make payments, the creditors seized their plane. For the next two years, the brothers tried every scheme possible to earn the money to get the plane back - even panning for gold. Eventually they succeeded and the brothers brought their plane to the Panama-Pacific International Exposition in San Francisco. The huge crowds there enabled the brothers to find plenty of willing passengers. With the small fortune they made at the exposition, the brothers moved to Santa Barbara and started the Loughead Aircraft Manufacturing Company in 1916.

Their first project would be the F-1, the world's largest seaplane, able to carry 10 passengers. The brothers hired Jack Northrop, a 20-year-old draftsman, to work on the project. The plane successfully flew in 1918 and the brothers soon received a request to build flying boats for the Navy. After World War I, the company devoted its energies to the S-1, a single-seat biplane for civilian use. It was supposed to be inexpensive, but after spending \$30,000 developing and building it, the plane's \$2,500 asking price was too much for the typical plane-buyer. Financially strained, Loughead Aircraft closed in 1921.



*The Loughead's success in producing the F-1 led to a Navy contract to produce the Curtiss HS-2L flying boat.*

Malcolm Loughead quit the aviation industry, moved to Detroit and became successful with a hydraulic-brake system he developed for cars. Tired of his name being mispronounced "Log-head," Malcolm officially changed the spelling to match its pronunciation. He called his new company the Lockheed Hydraulic Brake Company. In the meantime, Allan became a real estate salesman, while Jack Northrop moved on to work for Donald Douglas.



*In 1926, Jack Northrop (left, holding plans) reunited with Allan Loughead to form the Lockheed Aircraft Company.*

In 1926, Allan Loughead and Jack Northrop reunited. They secured the money to form the Lockheed Aircraft Corporation - specifically incorporating the "Lockheed" spelling to associate themselves with Malcolm's successful brake company. Using their innovative construction of a single bodied hull from their earlier creation, the S-1, they produced an incredibly successful high-speed monoplane, the Vega. With a range of one thousand miles, a cruising speed of 185 miles per hour and capacity for six people, the Vega quickly became a popular choice for many of the world's top aviators, including Amelia Earhart and Wiley Post.

Jack Northrop left Lockheed in 1928 to start his own successful aircraft business. The following year, Allan Loughead sold the

company to the Detroit Aircraft Corporation. Shortly after being sold, Lockheed Aircraft went bankrupt, unable to stay afloat during the Depression. In 1932, an investment financier named Robert Gross, purchased the company and salvaged the Lockheed name. Over the next few decades, the Lockheed Air Corporation would continue to develop innovative planes such as the economical Electra and the high-performance Constellation.

Allan Loughead, like his brother, legally changed his name to Allan Lockheed in 1934. He went on to form two other aircraft manufacturing companies in the 1930s. Both were unsuccessful. After WWII, he continued his career as a real estate salesman while occasionally serving as an aviation consultant. His love of flying never diminished, though, and Allan Lockheed kept an informal relationship with the Lockheed Air Corporation until his death in 1969.

Courtesy PBS, Chasing the Sun, Innovators

## **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 are 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.

FIGURE 2

<b>WATERFRONT AREA NEW DEVELOPMENT</b> <b>EVALUATION MATRIX</b> - 101 State St./ 16 W. Mason St.				
+ Means:      Creates a Positive Effect - Means:      Creates a Negative Effect 0 Means:      Neither a Positive or Negative Effect				
DIMENSIONS		PARAMETERS		
		PROTECTS	ENHANCES	RESTORES
<b>OPENNESS</b>	Building Density, Scale and Mass	0	0	0
	Functional Access	+	0	0
	Land Use Patterns	+	0	0
	Vegetation	0	0	+
<b>LACK OF CONGESTION</b>	Traffic Flow	0	0	0
	Parking	0	0	0
	Public Facilities Planning	0	0	0
	Land Use Patterns	0	+	+
<b>NATURALNESS</b>	Views	-	-	0
	Public Aesthetics	0	+	+
	Landscaping	0	0	+
	Adjacency	0	0	0
<b>RHYTHM</b>	Diversity	+	+	0
	Use Patterns	0	+	+
	Design Details	0	+	+



# Final Mitigated Negative Declaration

101 State St. and 16 W. Mason St.

(MST2011-00171)

January 31, 2013





CITY OF SANTA BARBARA  
COMMUNITY DEVELOPMENT DEPARTMENT  
FINAL MITIGATED NEGATIVE DECLARATION – MST2011-00171  
SCH#: 2012111064  
JANUARY 31, 2013

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

**PROJECT LOCATION:** 101 State Street / 16 W. Mason Street

**PROJECT PROPONENT:** Maria Martinez, Cearnal Andrulaitis

**PROJECT DESCRIPTION:** The project includes demolition of the existing 714 s.f. commercial (laundry) building and 40-space surface parking lot, and construction of a 34-room hotel totaling 20,439 square feet (s.f.) with a 33-space parking garage on a 19,000 square foot lot. The new hotel would be three stories with a maximum height of 41 feet. A laundry area of approximately 1,088 s.f. is proposed within the new hotel building to replace the existing laundry building that is used by the existing Harbor View Hotel across the street.

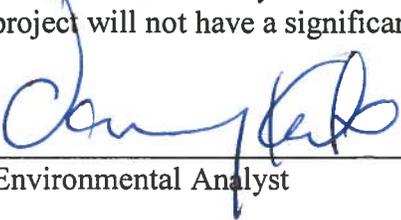
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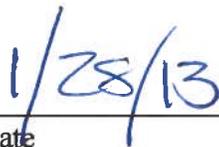
**PUBLIC REVIEW:**

1. Legal Notice:	Santa Barbara News-Press [November 21, 2012]
2. Mailed Notice:	300-foot radius, Interested Parties and Neighborhood Groups
3. Document Posting Period:	November 21, 2012 – December 21, 2012
4. State Clearinghouse Review:	November 20, 2012 – December 19, 2012

**IDENTIFIED MITIGATION:** The Final MND identifies potentially significant environmental impacts related to **hazards** and **water quality**. The Final MND includes mitigation measures to reduce these impacts to a less than significant level. Mitigation measures to further reduce adverse but less than significant impacts related to **biological resources**, **cultural resources**, **geophysical conditions** and **noise** have also been identified in the Final MND.

**MITIGATED NEGATIVE DECLARATION FINDING:** Based on the findings contained in the attached Initial Study and the mitigation measures identified, it has been determined that the proposed project will not have a significant effect on the environment.

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

  
\_\_\_\_\_  
Date

Attachments: Initial Study dated January 31, 2013  
Response to Comments dated January 14, 2013



CITY OF SANTA BARBARA  
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

**INITIAL STUDY/ ENVIRONMENTAL CHECKLIST**

**PROJECT TITLE: 101 State / 16 W. Mason Street**

**MST2011-00171**

**November 16, 2012 January 31, 2013**

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

**LEAD AGENCY**

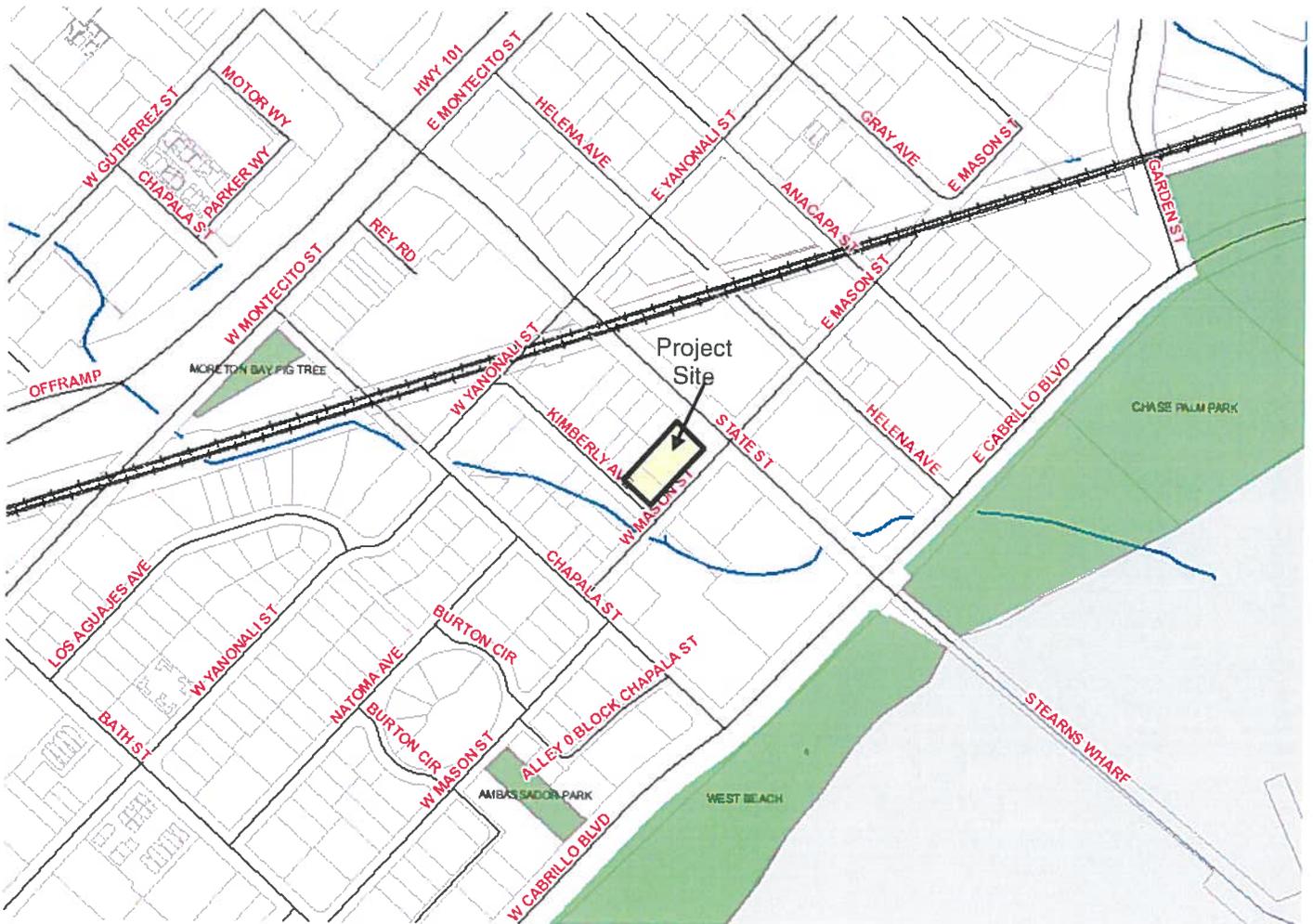
Planning Division, City of Santa Barbara  
P.O. Box 1990  
Santa Barbara, CA 93102

**APPLICANT/ PROPERTY OWNER**

Applicant: Cearnal Andrulaitis, LLP  
Owner: Romasanta Family Living Trust

Contact Person: Allison De Busk, Project Planner  
Contact Phone Number: (805) 564-5470, ext. 4552

**PROJECT ADDRESS/LOCATION** 101 State Street and 16 W. Mason Street



The project site is located at the northwest corner of the State Street/Mason Street intersection in the Waterfront Area of the city of Santa Barbara. The site is bounded by State Street to the east, W. Mason Street to the south and Kimberly Avenue to the west. The project site includes a 14,004 square foot (s.f.) parcel identified as 101 State Street and a 4,996 s.f. parcel identified as 16 W. Mason Street; the project site totals 19,000 s.f. (0.44 acres).

### **PROJECT DESCRIPTION** (See *Exhibit 1 - Project Plans*)

**Project Components:** The project includes demolition of the existing 714 s.f. commercial (laundry) building and 40-space surface parking lot, and construction of a 34-room hotel totaling 20,439 square feet (s.f.) with a 33-space parking garage. A laundry area of approximately 1,088 s.f. is proposed within the new hotel building to replace the existing laundry building, which is used by the Harbor View Hotel. The new hotel would be three stories with a maximum height of 38'-6" 41 feet.

**Project Operations:** It is anticipated that the new hotel would operate as an annex of the existing Harbor View Hotel located at 28 W. Cabrillo Blvd.

**Demolition/Construction:** The entire project is anticipated to take approximately one year to construct. This includes 7 days for demolition of existing improvements, 8 days for grading and 260 days for construction. Cast-in-place piles are proposed for the foundation to minimize noise and vibration impacts during construction.

### **Required Discretionary Actions:**

The project requires the following discretionary approvals from the City of Santa Barbara:

1. A Modification to allow less than the required 20-foot front setback along State Street (SBMC §28.92.110.A.2);
2. A Modification to allow less than the required 20-foot front setback along W. Mason Street (SBMC §28.92.110.A.2);
3. A Modification to allow less than the required 20-foot front setback along Kimberly Avenue (SBMC §28.92.110.A.2);
4. A Modification to provide one less parking space than required (SBMC §28.92.110.A.1);
5. A Development Plan to allow the construction of 19,725 square feet of nonresidential development (SBMC §28.87.300);
6. A Transfer of Existing Development Rights to transfer 10,224 square feet of nonresidential floor area from the Yanonali Courts project at 214 E. Yanonali Street (formerly APN 017-021-032) to the project site (SBMC §28.95.060); and
7. A Coastal Development Permit (CDP2012-00005) to allow the proposed development in the Appealable and Non-Appealable Jurisdiction of the City's Coastal Zone (SBMC §28.45.009).

### **Other Public Agency Approvals Required:**

1. Santa Barbara Air Pollution Control District (APCD)

## **ENVIRONMENTAL SETTING**

### **Existing Site Characteristics**

Topography/Seismic/Geologic Conditions: The project site is flat and subject to high liquefaction potential.

Flooding Hazard: The project site is located in a flood zone.

Creeks/Drainage: Mission Creek is located west of the project site, immediately west of Kimberly Avenue.

Archaeological Resources: The site is located within several of the City's archaeological sensitivity zones, including the Prehistoric Sites and Watercourses zone.

Historic Resources: The project site was used by the Loughhead (Lockheed) brothers for the manufacturing of seaplanes (1916-1921), until they moved the operation to Burbank.

**Hazards.** Contaminated soil and groundwater underlay a portion of the 101 State parcel. Contamination was caused by a leaking underground gasoline storage tank associated with a prior use of the site. This tank was removed from beneath the sidewalk along Mason Street in 1991. The City of Santa Barbara is responsible for site clean up; it is estimated that the City will begin remediation in mid-December 2012.

**Existing Land Use**

**Existing Facilities and Uses:** The parcel at 101 State Street contains a 40-space parking lot currently used as overflow parking for the Harbor View Hotel. The parcel at 16 W. Mason Street contains a 714 s.f. commercial building currently used as a laundry facility for the Harbor View Hotel.

**Access and Parking:** Access to 101 State Street is provided from State Street, and access to 16 W. Mason Street is provided from Kimberly Avenue. The 40 parking spaces at 101 State Street are not required parking for any development, and it is currently used as an overflow parking lot.

**Neighboring Land Uses and Characteristics**

To the north of the site are commercially developed properties, including a hotel and a currently vacant commercial building previously used as a restaurant, and the railroad tracks. To the east of the site is State Street and vacant land, which is approved for development with a hotel and commercial/retail space. To the south of the site is Mason Street and the Californian Hotel (partially demolished and part of an approved hotel development). To the west of the site is Kimberly Avenue, Mission Creek, and a mix of residential, office and commercial development.

**PROPERTY CHARACTERISTICS**

Assessor's Parcel Number	Address	Existing Land Use	Parcel Size
033-075-006	16 W. Mason Street	Commercial Building	4,996 s.f.
033-075-011	101 State Street	Parking Lot	14,0004 s.f.
<b>Zoning:</b>		HRC-2 / SD-3 (Hotel and Related Commerce 2 / Coastal Zone Overlay)	
<b>General Plan Designation:</b>		Ocean Related Commercial / Medium High Residential	
<b>Local Coastal Plan Designation:</b>		Hotel and Related Commerce II	
<b>Proposed Land Use:</b>	Hotel	<b>Slope:</b>	1%
<b>SURROUNDING ZONING:</b>			
<b>North:</b>	HRC-2/SD-3 (Hotel and Related Commerce 2 / Coastal Zone Overlay)		
<b>South:</b>	HRC-2/SD-3 (Hotel and Related Commerce 2 / Coastal Zone Overlay)		
<b>East:</b>	HRC-2/SD-3 (Hotel and Related Commerce 2 / Coastal Zone Overlay)		
<b>West:</b>	HRC-2/SD-3 (Hotel and Related Commerce 2 / Coastal Zone Overlay) and R-4/SD-3 (Hotel-Motel-Multiple Residence / Coastal Zone Overlay)		

**PLANS AND POLICY DISCUSSION**

**Land Use and Zoning Designations:**

The project site is located in the Lower State Neighborhood, which is described in the Land Use Element of the City's General Plan as being bounded on the north by Ortega Street, on the east by Santa Barbara Street, on the south by Cabrillo Boulevard and on the west by Chapala Street and Mission Creek. The Lower State Neighborhood includes a mix of commercial retail, restaurant, hotel, office, warehouse and light industrial uses, as well as mixed-use and multi-family development.

The project site has a General Plan land use designation of Ocean Related Commercial/Medium High Residential. This designation is applied to much of the hotel and limited residential areas between Cabrillo Boulevard and the freeway, with a residential base density of 12-18 dwelling units per acre (15 to 27 dwelling units per acre allowed with the Average

Unit-Size Density Incentive Program). The proposed hotel use is consistent with this land use designation. The proposed hotel use is consistent with this land use designation.

The project site has a Local Coastal Plan (LCP) designation of Hotel and Related Commerce II. This designation allows for hotels and other visitor-serving uses. The proposed hotel use is consistent with this LCP land use designation.

The project site is zoned HRC-2 (Hotel and Related Commerce Zone) with the SD-3 (Coastal Zone) Overlay. The HRC-2 Zone allows for hotels, art galleries, specialty and gift shops, bait and tackle shops, small grocery or liquor stores, and recreational equipment rental stores. Limited office use can be permitted with a Conditional Use Permit. Residential use is only permitted within a limited area. The proposed hotel use is consistent with this zoning designation.

### **General Plan Policies:**

Analysis of compliance with specific elements of the General Plan is identified below.

#### **1. Land Use Element**

The City's Land Use Element contains goals and policies to ensure long-term sustainability ("living within our resources"), management of non-residential growth, protection of community character, and encouragement for the construction of affordable housing. With respect to the proposed hotel development, the most applicable land use policy is LG2, which addresses non-residential growth limitations (refer to *Exhibit 3* for a complete list of applicable policies). As the proposed hotel development includes new non-residential square footage, the project is subject to the City's non-residential square footage limitations (Policy LG2) and special findings to approve this development will be required. Those findings are identified in the City's Development Plan Ordinance and include findings that the project will not have a significant impact on neighborhood aesthetics/character, affordable housing, water resources or traffic. As identified in this Initial Study, impacts associated with these resources would be less than significant. Therefore, the project could be found potentially consistent with the Land Use Element of the General Plan.

#### **2. Housing Element**

Although construction of housing, and particularly community benefit housing, is a priority of the General Plan and specifically the Housing Element, the project site's zoning does not permit residential use. Therefore, the Housing Element is not applicable to the project site.

#### **3. Open Space, Parks and Recreation Element (includes prior Open Space and Parks and Recreation Elements)**

The project site is neither designated open space nor contiguous with open space. It is privately held and has previously been developed. As identified in this Initial Study, impacts associated with use of City parks and recreational facilities would be less than significant. Therefore, the proposed project could be found potentially consistent with the Open Space, Parks and Recreation Element of the General Plan.

#### **4. Economy and Fiscal Health Element**

The City's Economy and Fiscal Health Element addresses local and regional economic considerations, and includes policies to promote economic resiliency and equity. The project involves a new hotel that is proposed as an annex to an existing, locally-owned hotel. Therefore, the project could be found potentially consistent with the Economy and Fiscal Health Element of the General Plan.

#### **5. Historic Resources Element**

The City's Historic Resources Element contains policies to protect, enhance, and increase awareness and appreciation of Santa Barbara's historical and cultural resources (refer to *Exhibit 3* for a complete list of applicable policies). As discussed in Section 4 – Cultural Resources, development of the site would not have a significant impact on historic or archaeological resources. Therefore, the project could be found potentially consistent with the Historic Resources Element of the General Plan.

#### **6. Environmental Resources Element (includes prior Conservation Element and prior Noise Element)**

City Environmental Resources Element policies provide that the City's natural resources (including air quality, biology, surface and ground water resources, noise, visual resources, climate change, energy and food and agriculture) be preserved, protected and enhanced.

With respect to the subject development, there are several policies under the Environmental Resources Element that directly apply to the project site, primarily related to protection of visual resources, trees, creek habitat and water quality. Refer to *Exhibit 3* for a complete list of applicable policies. Environmental issues associated with the Environmental

Resources Element are discussed in the Aesthetics, Air Quality, Biological Resources, Cultural Resources, Noise, and Water Quality and Hydrology Sections of this Initial Study, which found that there would be no significant impacts to these resources. Based on this analysis, the project could be found potentially consistent with the Environmental Resources Element of the General Plan.

7. Circulation Element (includes prior Circulation Element and prior Scenic Highways Element)

The Circulation Element of the General Plan contains goals and implementing measures to reduce adverse impacts to the City's street system and parking by reducing reliance on the automobile, encouraging alternative forms of transportation, reviewing traffic impact standards, and applying land use and planning strategies that support the City's mobility and sustainability goals. With respect to the proposed development, there are several Circulation Element policies that are applicable. Refer to *Exhibit 3* for a complete list of applicable policies.

The project site is surrounded by pedestrian, bicyclist and bus stop improvements that promote alternative transportation. The project would also be subject to standard conditions of approval intended to promote alternative transportation and reduce traffic and parking demands at the site. As identified in this Initial Study, traffic and circulation impacts resulting from the proposed project would be less than significant, and therefore the project could be found potentially consistent with the Circulation Element of the General Plan.

8. Public Services Element (includes prior Seismic Safety/Safety Element)

The City's Public Services Element requires that public infrastructure and services be planned, sited, upgraded and maintained to meet present and future service needs efficiently, economically and in a manner consistent with a sustainable community and climate change, as well as to emphasize safety and emergency preparedness as an integral part of land use and planning. The prior Seismic Safety/Safety Element addresses a number of potential hazards including geology, seismicity, flooding, liquefaction, tsunamis, high groundwater, and erosion. Potential impacts associated with the site's soil and groundwater contamination, and associated public safety hazards, would be reduced to a less than significant level through implementation of the identified mitigation measure. As discussed in this Initial Study, potential impacts associated with public services (water supply and wastewater, solid waste and recycling) and geophysical conditions are less than significant. Therefore, the project could be found potentially consistent with the Public Services Element of the General Plan.

**Local Coastal Plan Policies:**

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 City's Coastal Zone is consistent with the Local Coastal Plan (LCP) and the Coastal Act. The proposed project site is located in Component Four of the City's LCP; Component Four includes the area located between U.S. 101, Santa Barbara Street, Cabrillo Boulevard and Chapala Street. The LCP identifies this as a wholly urbanized area on relatively flat terrain in the flood plain of Mission Creek. Major coastal issues for this area include protection of Mission Creek, hazards from flooding and liquefaction potential. In addition, the LCP requires that projects located in this area consider visitor-serving uses at the waterfront, visual quality, and adequate circulation, public transit and parking. Applicable policies are identified in *Exhibit 3*.

Much of the original riparian areas along Lower Mission Creek have been lost or degraded over time as a result of urban development, channelization for flood control purposes, invasion of non-native plant species, and various other reasons. The project site is "buffered" from Mission Creek by Kimberly Avenue, which is approximately 40 feet wide. When the approved Lower Mission Creek Flood Control Project is implemented (which includes the realignment of Kimberly Avenue adjacent to the project site), the current creek width of approximately 30-35 feet would be increased to a width of approximately 55 feet at Mason Street. The proposed hotel structure would be set back more than 25 feet from the top of the realigned creek bank in accordance with the Zoning Code requirement for development along Mission Creek. Further protection of Mission Creek is accomplished through implementation of the proposed Storm Water Management Plan. As discussed in the Initial Study (refer to Section 3 – Biological Resources and Section 12 – Water Quality and Hydrology), no significant long- or short-term impacts to the creek are anticipated from the proposed project.

The project site is located within an identified flood hazard zone, and the proposed project has been designed to meet local flood proofing and current building code standards and would not create increased flooding hazard (see further discussion in Section 12 – Water Quality and Hydrology). The site also has a high liquefaction potential, and specific building techniques, such as piles, will be required to minimize hazards associated with liquefaction (Section 5 – Geology and Soils). This can be accomplished through application of standard design measures through the Building Permit review process.

The project, a new hotel, would provide for a visitor-serving use. As discussed in the Initial Study, Section 1 – Visual Resources, scenic views would not be impacted by the project, and project aesthetics would be required to meet adopted design and compatibility guidelines (including compliance with the Waterfront Area Aesthetic Criteria) through required design review and approval by the Historic Landmarks Commission. The project would not create significant traffic effects, and would provide for adequate parking and facilitation of transit use (see Section 11 – Transportation). Therefore, the project could be found potentially consistent with the Local Coastal Plan.

### **LAND USE COMPATIBILITY**

Certain land uses have the potential to result in incompatibility with existing surrounding land uses or activities. Typically, development applications for General Plan Amendments, Rezones, Conditional Use Permits, Performance Standard Permits, and certain modifications have the greatest potential to result in land use compatibility issues. Incompatibility can result from a proposed project's generation of noise, odor, safety hazards, traffic, visual effects, or other environmental impacts. This Initial Study provides an analysis of environmental impacts, including land use compatibility, within the primary impact sections (e.g. noise, air quality, etc.). However, in instances where an impact does not rise to a level of significance, land use compatibility concerns may still exist due to adverse (less than significant) impacts. These adverse impacts will require careful evaluation by decision-makers at the time the proposed project's permit requests are considered.

The subject project has a number of environmental impacts that are either less than significant as proposed or reduced to a less than significant level with mitigation measures. For the subject project, potentially significant impacts related to hazards and water quality were identified, as well as adverse impacts related to biological resources, cultural resources, geology and soils, and short-term construction noise. However, the identified impacts do not raise any significant long-term neighborhood compatibility issues. A full analysis of the required findings to approve the use and a discussion of neighborhood compatibility will be provided in the project's staff report.

### **ENVIRONMENTAL CHECKLIST**

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. The potential level of significance should be indicated as follows:

**Significant:** Known substantial 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 that need further review to determine significance level and whether mitigable.

**Potentially Significant, Mitigable:** Potentially significant impacts that can be avoided or reduced to less than significant levels with identified mitigation measures agreed-to by the applicant.

**Less Than Significant:** Impacts that are not substantial or significant.

**Beneficial Impact:** Impacts would improve environmental conditions.

**No Impact:** Project would not cause any impact.

1. VISUAL RESOURCES Would the project:	Level of Significance
a) Have a substantial adverse effect on a public scenic vista or a private scenic vista enjoyed by a large portion of the community?	Less Than Significant
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	Less Than Significant
d) Result in substantial grading on steep slopes or permanent substantial changes in topography?	No Impact
e) Create a new source of substantial light or glare which would adversely affect day and nighttime views in the area?	Less Than Significant

### Visual Resources - Discussion

**Issues:** Issues associated with visual resources and aesthetics include the potential blockage of important public scenic views, project on-site visual aesthetics and compatibility with the surrounding area, and changes in exterior lighting.

**Impact Evaluation Guidelines:** Aesthetic quality, whether a project is visually pleasing or unpleasing, may be perceived and valued differently from one person to the next, and depends in part on the context of the environment in which a project is proposed. The significance of visual changes is assessed qualitatively based on consideration of the proposed physical change and project design within the context of the surrounding visual setting. First, the existing visual setting is reviewed to determine whether important existing visual aesthetics are involved, based on consideration of existing views, existing visual aesthetics on and around the site, and existing lighting conditions. Under CEQA, the evaluation of a project's potential impacts to scenic views is focused on views from public (as opposed to private) viewpoints and larger community wide views (those things visible by a larger community, as opposed to select individuals). The importance of existing views is assessed qualitatively based on whether important visual resources such as mountains, skyline trees, or the coastline can be seen, the extent and scenic quality of the views, and how many people experience the views. The visual changes associated with the project are then assessed qualitatively to determine whether the project would result in substantial effects associated with important public scenic views, on-site visual aesthetics, or lighting.

Significant visual resources impacts may potentially result from:

- Substantial obstruction of important public or community wide scenic views.
- Substantial degradation of important public or community wide scenic views or the visual quality of the site through extensive grading and changes in topography, removal of substantial amounts of vegetation and trees visible from public areas without adequate landscaping; or substantial loss of important public open space.
- Substantial damage to scenic resources within a state scenic highway (Highway 154). Impacts to local scenic roads should also be considered. These include Highway 101; Cabrillo Blvd. between Highway 101 and Castillo Street; Sycamore Canyon Road (144) / Stanwood Drive(192) / Mission Ridge Road (192) / Mountain Drive to the Old Mission on Los Olivos Street), or Shoreline Drive from Castillo Street to the end of Shoreline Park.
- Substantial negative aesthetic effect or incompatibility with surrounding land uses or structures due to project size, massing, scale, density, architecture, signage, or other design features.
- Substantial light and/or glare that poses a hazard, disrupts sensitive wildlife, or substantially affects day or nighttime views.

## Visual Resources – Existing Conditions and Project Impacts

### 1.a) Scenic Views

The City's Master Environmental Assessment (MEA) maps do not identify the subject parcels as being located in an area of visual sensitivity. However, there are views of the Santa Ynez Mountains and foothills from W. Mason Street looking north and northeast across the project site. There are also views of Stearns Wharf and the Waterfront looking southeast down State Street adjacent to the project site. The City has identified the ocean, shoreline, mountains, open space and hillsides that provide a scenic backdrop, as important natural scenic features.

In addition, as part of the City's implementation of the Local Coastal Plan, the Waterfront Area Design Guidelines (WADG) were developed to assist the design review boards in analyzing development in the Waterfront. The WADG state that the vistas of the ocean, harbor, and mountains from Cabrillo Boulevard, State Street, Garden Street and Castillo Street must be carefully considered, maintained, and where feasible, enhanced. Maintaining appropriate building setbacks, providing view corridors, incorporating existing skyline tree and avoiding bulky, massive structures can protect and enhance these vistas. Although some views of the mountains from W. Mason Street would be negatively affected by the project, as discussed below, these are not the primary views that the WADG are concerned with.

The site itself is not considered to be "open space" due to its small size and development. Therefore there is no visual impact related to a substantial loss of important public open space as a result of the proposed development.

The project site is located in an urban environment; existing development in the project vicinity is a mix of architectural styles and types. The proposed hotel would be three stories with an overall height of ~~38'-6"~~ 41 feet from existing grade. Existing surrounding development consists of both one- and two-story buildings, as well as an existing four-story building (the former Californian Hotel building is currently partially demolished but approved to be rebuilt). Additionally, the City has approved plans for new three-story developments with maximum heights of 45 feet in the project vicinity (Entrada Areas B (36 State Street) and C (118 State Street) and the Children's Museum (125 State Street)).

The proposed project is scarcely visible from the shoreline or wharf due to distance (more than 450 feet) and existing intervening development. Similarly, there are currently no views of the ocean or beach from the project site due to existing intervening development.

However, the project would change views of the mountains from W. Mason Street and views of the neighborhood from State Street. Photo-simulations of the project have been prepared by the architect to demonstrate the impact the project would have on existing views from prominent vantage points (refer to *Exhibit 1 – Project Plans*). The evaluation of project impacts on public views is a two-step process that involves 1) assessment of the importance of public views in the vicinity, and 2) the assessment of the significance of project changes to important public scenic views.

Existing mountain views looking north/northeast from W. Mason Street, west of Kimberly Avenue are interrupted by existing development (including the one-story laundry building currently on the project site), vegetation and utility poles along Mason Street, Kimberly Avenue and State Street. This view was identified in the Entrada de Santa Barbara Final Environmental Impact Report (EIR) as a view corridor, but was classified as a less than important public scenic view because views are degraded by existing development and because the view receives relatively little public visitation. The proposed development, including proposed landscaping, would affect this existing view. Construction of a new three-story building at the project site would reduce the amount of mountain view currently available both vertically (by blocking views of the foothills) and horizontally (by completely blocking some portions of the ridgeline). Because this view is a less than significant public view, project impacts to the view would be considered less than significant.

There are views of the Santa Ynez Mountains looking due north from the southwest corner of the State/Mason Street intersection. This view was identified in the Entrada de Santa Barbara Final EIR as a less than important public scenic view because the view has limited scenic quality due to its lack of magnitude and substantial intrusions. The approved Entrada project would further reduce the mountain view in this area. The proposed development would not affect this view because it is located beyond (west of) the mountain view corridor. Therefore, impacts to this view would be less than significant.

There are views of Stearns Wharf and the Waterfront looking southeast down State Street near the project site. This view is considered a view corridor and was identified in the Entrada de Santa Barbara Final EIR as an important public scenic view because it includes important, intact visual components associated with the Waterfront and is a heavily visited public location. Because the proposed development would take place to the west of State Street, it would not affect this view. Therefore impacts to this view would be considered less than significant.

Development of the project site would change views of the neighborhood when viewed from State Street looking west and southwest. These views do not contain important visual resources and would be classified as less than important public scenic views. Therefore, impacts to these views would be less than significant.

Therefore, the project would result in a *less than significant* impact to scenic views because the new construction would not obstruct any important public scenic views, and no designated open spaces would be impacted by the project.

#### **1.b) Scenic Highways**

The project site is not located near a designated or eligible state scenic highway, nor is it visible from a state scenic highway or any local scenic roads. Therefore, the project would have *no impact* on scenic highways.

#### **1.c) Visual Character and Quality**

The proposed hotel development would permanently alter the appearance of the site by constructing a new three-story building with a maximum height of ~~38 feet, 6 inches~~ **41 feet**. The project also involves the removal of 8 trees (5 palms, 2 eucalyptus, 1 jacaranda). It should also be noted that public improvements along State Street include removal of two existing jacaranda trees. New landscaping, including new trees, is proposed. Although some tree removal is proposed, existing trees do not represent skyline or specimen trees and, overall, the site would be re-landscaped with more vegetation than currently exists.

The size and design of the project is subject to review and approval by the City's Historic Landmarks Commission (HLC). The proposed development ~~has been was~~ reviewed by the HLC on three occasions (refer to *Exhibit 5 - HLC Minutes*). Overall, the HLC was satisfied with the site planning and proposed architectural style. The HLC conducted the Compatibility Analysis and found the proposed project to be in compliance with the City Charter and applicable Municipal Code requirements; consistent with applicable Design Guidelines; compatible with the architectural character of the City and the surrounding neighborhood; appropriate in terms of size, mass, bulk and scale; and found that the project respects scenic public vistas and includes an appropriate amount of landscaping. On January 30, 2013, the HLC reviewed updated plans that included a 30 inch building height increase, which raised the maximum height of the building from 38 feet, 6 inches to the currently proposed height of 41 feet. At that meeting, the HLC determined that the increased height remained compatible with surrounding development.

Prior to building permit issuance, the project, including landscaping and lighting, would require Project Design Approval and Final Approval by the HLC for consistency with design guidelines for views, visual aesthetics, compatibility, and lighting. This will include review of the Waterfront Area Design Guidelines, which were developed to assist the design review boards in analyzing development in the Waterfront, and require analysis of project effects on openness, lack of congestion, naturalness and rhythm. Based on the generally positive conceptual comments from the HLC, the project appears to be consistent with adopted Design Guidelines for the area. In addition, the Planning Commission must consider the Waterfront Area Aesthetic Criteria for New Development Assessment, pursuant to LCP Policy 12.2, as part of their analysis of the Coastal Development Permit. Projects are evaluated based on their effect on openness, lack of congestion, naturalness and rhythm.

Based on the context of its surroundings and favorable conceptual comments from the HLC, the proposed development would be visually compatible with existing development. Therefore, visual character and quality impacts resulting from development of this urban in-fill parcel would be *less than significant*.

#### **1.d) Grading and Topography**

The project site is flat and located in an urbanized area. The project is designed at-grade and the only grading proposed is for re-compaction and proper drainage. The project does not involve any long-term changes to the site topography. Therefore, the project would have *no impact* related to grading or topography.

#### **1.e) Lighting and Glare**

The proposed development of a new hotel would result in new outdoor lighting typical of a hotel. Exterior lighting would be subject to compliance with the requirements of Santa Barbara Municipal Code Chapter 22.75, the City's Outdoor Lighting and Design Ordinance. The ordinance provides that exterior lighting be shielded and directed to the ground such that no undue lighting or glare would affect surrounding residents, roads, or habitat areas. Additionally, proposed building materials do not include materials with the potential for significant glare. As such, project impacts on lighting and glare would be *less than significant*.

## Visual Resources - Mitigation

No mitigation is required.

## Visual Resources - Residual Impacts

Less than significant.

<b>2. AIR QUALITY</b> Would the project:	<b>Level of Significance</b>
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Less Than Significant
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is designated in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Less Than Significant
d) Expose sensitive receptors to substantial pollutants?	Less Than Significant
e) Create objectionable odors affecting a substantial number of people?	Less Than Significant
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant
g) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	Less Than Significant

## Air Quality - Discussion

**Issues.** Air quality issues involve pollutant emissions from vehicle exhaust, stationary sources (e.g. gas stations, boilers, diesel generators, dry cleaners, oil and gas processing facilities, etc.), and minor stationary sources called “area sources” (e.g. residential heating and cooling, fireplaces, etc.) that contribute to smog, particulates and nuisance dust associated with grading and construction processes, and nuisance odors. Stationary sources of air emissions are of particular concern to sensitive receptors, as is construction dust and particulate matter. Sensitive receptors are defined as children, elderly, or ill people that can be more adversely affected by air quality emissions. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics.

Smog, or ozone, is formed in the atmosphere through a series of photochemical reactions involving interaction of oxides of nitrogen [NO<sub>x</sub>] and reactive organic compounds [ROC] (referred to as ozone precursors) with sunlight over a period of several hours. Primary sources of ozone precursors in the South Coast area are vehicle emissions. Sources of particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) include demolition, grading, road dust, agricultural tilling, mineral quarries, and vehicle exhaust.

The City of Santa Barbara is part of the South Coast Air Basin. The City is subject to the National Ambient Air Quality Standards and the California Ambient Air Quality Standards (CAAQS), which are more stringent than the national standards. The CAAQS apply to six pollutants: photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter, and lead. The Santa Barbara County Air Pollution Control District (APCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan.

Santa Barbara County is considered in attainment of the federal eight-hour ozone standard, and in attainment of the state one-hour ozone standard. The County does not meet the state eight-hour ozone standard or the state standard for particulate matter less than ten microns in diameter (PM<sub>10</sub>); but does meet the federal PM<sub>10</sub> standard. The County is in attainment for the federal PM<sub>2.5</sub> standard and is unclassified for the state PM<sub>2.5</sub> standard.

The APCD has also issued several notifications and requirements regarding toxic air emissions generated from activities such as gasoline dispensing, dry cleaning, freeways, manufacturing, etc., that may require projects with these components to mitigate or redesign features of the project to avoid excessive health risks. Additionally, APCD requires submittal of an asbestos notification form for each regulated structure that is proposed to be demolished or renovated. The California Air Resources Board (CARB) and APCD also recommend buffers between Highway 101 and new residential developments or other sensitive receptors in order to reduce potential health risks associated with traffic-related air pollutant emissions, particularly diesel particulates. Based on analysis in the certified Final Program EIR (2010) for the Plan Santa Barbara General Plan Update, the City established an interim policy limiting the introduction of new residential construction or sensitive receptor uses within 250 feet of Highway 101 (excluding minor additions or remodels of existing homes or the construction of one new residential unit on vacant property), until CARB implements further statewide phased diesel reduction measures and/or the City otherwise determines a satisfactory reduction of diesel reduction risks citywide or on individual projects. Certain projects also have the potential to create objectionable odors that could create a substantial nuisance to neighboring residential areas or sensitive receptors and should be evaluated in CEQA documents.

Global climate change refers to accelerated changes occurring in average worldwide weather patterns, measurable by factors such as air and ocean temperatures, wind patterns, storms, and precipitation. Climate changes are forecasted to result in increasingly serious effects to human health and safety and the natural environment in coming decades, such as from more extreme weather, sea level rise effects on flooding and coastal erosion, and impacts on air and water quality, habitats and wildlife, and agriculture.

There is substantial evidence that accelerated climate change is due to emissions of carbon dioxide and other heat trapping “greenhouse gases”<sup>1</sup> (GHG) from human activities. Natural processes emit GHG to regulate the earth’s temperature; however, substantial increases in emissions, particularly from fossil fuel combustion for electricity production and vehicle use, have substantially elevated the concentration of these gases in the atmosphere well beyond naturally occurring concentrations.

Carbon dioxide accounts for 85 percent of greenhouse gas emissions within the United States. California is a substantial contributor of GHG (2nd largest contributor in the U.S. and the 16th largest in the world), with transportation and electricity generation representing the largest sources (41 and 22 percent, respectively). In Santa Barbara, direct sources of greenhouse gas emissions are on-road vehicles, natural gas consumption, and off-road vehicles and equipment. Indirect sources (emissions removed in location or time) are electricity consumption (power generation), landfill decomposition (methane releases), and State Water Project transport (electricity use).

California Assembly Bill 32 (2006 Global Warming Solutions Act) required CARB to create a program to reduce statewide greenhouse gas emissions to 1990 levels by the year 2020. Senate Bill 375 (2008 Sustainable Communities and Climate Protection Act) required regional coordination of transportation and land use planning throughout the State to reduce vehicle GHG emissions. CARB established targets for Santa Barbara County to not exceed 2005 per capita vehicle emissions in the years 2020 and 2035. State Senate Bill 97 (enacted in 2007 and amended in 2010) required that project environmental reviews include analysis of greenhouse gas impacts and mitigation, and established that public agencies may provide for a communitywide greenhouse gas emissions mitigation program through an adopted climate action plan.

The city of Santa Barbara Climate Action Plan was adopted in September 2012. Past, present, and forecasted future citywide greenhouse gas emissions were analyzed in the Plan and associated Addendum to the 2010 Final Program EIR for the Plan Santa Barbara General Plan Update in comparison to the State and City greenhouse gas emissions targets (2020 total emissions at 1990 level; 2020 and 2035 per capita vehicle emissions at 2005 level). The analysis demonstrates that citywide emissions are decreasing. With continued implementation of existing State and City legislative measures, citywide emissions associated with growth under the General Plan would meet and surpass these State and City emissions targets. Additional Climate Action Plan measures would further reduce citywide emissions. The City Climate Action Plan constitutes a citywide mitigation program for greenhouse gas emissions in accordance with SB 97.

**Impact Evaluation Guidelines:** A project may create a significant air quality impact from the following:

- Exceeding an APCD pollutant threshold; inconsistency with District regulations; or exceeding population forecasts in the adopted County Clean Air Plan.

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<sup>1</sup> Greenhouse gases include carbon dioxide, methane, and nitrous oxide, as well as smaller contributions from hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Greenhouse gas emissions are typically measured in metric tons (MT) of carbon dioxide equivalents (CO<sub>2</sub>e) based on global warming potential, which allows for totaling the emissions.

- Exposing sensitive receptors, such as children, the elderly or sick people, to substantial pollutant concentrations.
- Substantial unmitigated nuisance dust during earthwork or construction operations.
- Creation of nuisance odors inconsistent with APCD regulations.

Long-Term (Operational) Impact Guidelines: The City of Santa Barbara uses the APCD thresholds of significance for evaluating air quality impacts. The APCD has determined that a proposed project will not have a significant air quality impact on the environment if operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for ROC and NO<sub>x</sub>, and 80 pounds per day for PM<sub>10</sub>.
- Emit less than 25 pounds per day of ROC or NO<sub>x</sub> from motor vehicle trips only;
- Not cause a violation of any California or National Ambient Air Quality Standard (except ozone);
- 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.

Substantial long-term project emissions could potentially stem from stationary sources which may require permits from the APCD and from motor vehicles associated with the project and from mobile sources. Examples of stationary emission sources that require permits from APCD include gas stations, auto body shops, diesel generators, boilers and large water heaters, dry cleaners, oil and gas production and processing facilities, and wastewater treatment facilities.

Short-Term (Construction) Impacts Guidelines: Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM<sub>10</sub>). Substantial dust-related impacts may be potentially significant, but are generally considered mitigable with the application of standard dust control mitigation measures. Standard dust mitigation measures are applied to projects with either significant or less than significant effects.

Exhaust from construction equipment also contributes to air pollution. Quantitative thresholds of significance are not currently in place for short-term or construction emissions for non-stationary sources. However, APCD uses the threshold for stationary sources as a guideline for determining the impacts of construction emissions for non-stationary sources. The stationary source threshold states that a project's combined emissions from all construction equipment cannot exceed 25 tons of any pollutant except carbon monoxide within a 12-month period. Standard equipment exhaust mitigation measures are recommended by APCD for projects with either significant or less than significant effects.

Cumulative Impacts and Consistency with Clean Air Plan: If the project-specific impact exceeds the ozone precursor significance threshold, it is also considered to have a considerable contribution to cumulative impacts. When a project is not accounted for in the most recent Clean Air Plan growth projections, then the project's impact may also be considered to have a considerable contribution to cumulative air quality impacts. The Santa Barbara County Association of Governments and Air Resources Board on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted Clean Air Plan, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the Clean Air Plan and may have a significant impact on air quality.

Global Climate Change: In accordance with Appendix G of the CEQA Guidelines, a project may have a significant impact related to global climate change if it would generate substantial greenhouse gas emissions either directly or indirectly, or would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases.

Based on the analysis within the City Climate Action Plan and the General Plan Program EIR Addendum, projects within the growth assumptions of the 2030 General Plan and that meet applicable City regulations for greenhouse gas emission reductions:

- (1) Would be consistent with the City Climate Action Plan and associated policies and regulations for reducing greenhouse gas emissions;
- (2) Would be within the citywide greenhouse gas impact assessment in the Climate Action Plan and associated General Plan Program EIR Addendum, which found that total citywide greenhouse gas emissions and per capita vehicle emissions would meet State and City reduction targets and would not constitute a significant environmental impact; and

(3) Would be within the City Council Climate Action Plan adoption finding that no significant greenhouse gas impacts would result from General Plan build out of the City.

## **Air Quality – Existing Conditions and Project Impacts**

### **2.a) Clean Air Plan**

Direct and indirect emissions associated with the project are accounted for in the 2010 Clean Air Plan emissions growth assumptions. Appropriate air quality conditions, including construction dust suppression, would be applied to the project, consistent with Clean Air Plan and City policies, and these are identified in *Exhibit 2* as standard conditions of approval. The project could be found consistent with the 2010 Clean Air Plan; therefore, impacts would be *less than significant*.

### **2.b-d) Air Pollutant Emissions, Sensitive Receptors, and Cumulative Impacts**

#### **Long-Term Emissions:**

As proposed, the project would be a hotel development, with all of the uses and vehicle trips associated with this type of use. The project would not include any toxic air emissions. It is not anticipated that the use would include any stationary sources. Sensitive receptors (residences) are located approximately 100 feet away from the project site.

Utilizing the APCD Screening Table contained in the APCD document entitled “Scope and Content of Air Quality Section in Environmental Documents” (December 2011), a hotel project proposing less than 270 rooms is expected to be below the APCD thresholds of significance for ROC and NO<sub>x</sub> emissions for operational motor vehicle trips. Total build out of the project site would result in 34 new hotel rooms, which is well below that APCD screening level. The project, therefore, is also presumed to be below the other operational thresholds for ROC, NO<sub>x</sub>, and PM<sub>10</sub>. Therefore, the proposed project is anticipated to have a *less than significant* effect on long term air quality.

#### **Short-Term (Construction) Emissions:**

Construction of the proposed project could result in emissions of pollutants due to grading, fumes, and vehicle exhaust. Sensitive receptors located west of the project site could be affected by dust and particulates from grading and exhaust emissions during project construction. Grading for the project is projected to be very minor at 240 cubic yards, and the construction period is anticipated to last approximately 12 months. Additionally, the project does not exceed the APCD Screening Table for operational emissions as it is a relatively minor project. The project, therefore, is projected to result in *less than significant* impacts related to construction emissions. Nevertheless, dust control measures are required for the project as standard conditions of approval and are identified in *Exhibit 2*. Additionally, APCD recommends conditions for equipment exhaust to minimize cumulative impacts from construction projects. These are also identified in *Exhibit 2* as standard conditions of approval for the project.

The proposed project would include demolition of an existing commercial building, and this building may contain lead and asbestos. Depending on the type of product that incorporates asbestos (e.g. linoleum tiles), it can be classified as friable or non-friable. Friable asbestos represents an air quality health hazard. Prior to commencement of construction, the buildings would be assessed and tested as necessary to determine the presence of lead and asbestos. Should any of the material be found, demolition of the buildings would follow all the necessary protocols for permitting, removal and disposal of the materials. Standard conditions of approval related to APCD Notification (refer to *Exhibit 2*) would ensure *less than significant* impacts related to these substances.

### **2.e) Odors**

The project is limited to a hotel use, and would not include land uses involving odors or smoke. The project would not contain features with the potential to emit substantial odorous emissions from sources such as commercial cooking equipment, combustion or evaporation of fuels, sewer systems, or solvents and surface coatings. Due to the nature of the proposed land use and limited size of the project, project impacts related to odors would be considered *less than significant*.

### **2.f,g) Global Climate Change:**

Sources of direct carbon dioxide and other greenhouse gas emissions that could result from the project include project-related traffic, natural gas use, and landscaping/maintenance equipment. Indirect emissions are associated with power generation for electricity consumption; electricity and travel associated with consumer product production, transport, and use; solid waste disposal/decomposition; and potable water delivery.

Project-generated greenhouse gas emissions, based on direct emissions (area source and operational) and electricity usage, are estimated at 462.22 MT CO<sub>2</sub>e/year, an incremental contribution to citywide emissions generation (refer to *Exhibit 4* for calculations).

The proposed project is consistent with the General Plan land use designation and is within the General Plan non-residential growth assumptions and limitations to the year 2030. The project would be subject to existing regulations and design guidelines that reduce greenhouse gas emissions in the areas of energy efficiency and green building, renewable energy, travel and land use, vegetation, waste management, and water conservation.

Project greenhouse gas emissions would be part of the citywide emissions identified in the City Climate Action Plan and General Plan Program EIR Addendum, which were determined to comply with State and City emission reduction targets and thereby constitute a *less than significant* impact and contribution to global climate change. The project would be consistent with applicable plans, policies, and regulations for reducing greenhouse gas emissions, and project greenhouse gas emissions would not constitute a significant impact on the environment.

**Air Quality – Mitigation**

No mitigation is required. Refer to *Exhibit 2* for Standard Conditions of Approval Applicable to Project.

**Air Quality - Residual Impacts**

Less than significant.

3. BIOLOGICAL RESOURCES Would the project:	Level of Significance
a) Have a substantial adverse effect on any riparian habitat or other sensitive natural community?	Less Than Significant
b) Have a substantial adverse effect on protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less Than Significant
c) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact
d) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less Than Significant
e) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species?	Less Than Significant
f) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less Than Significant

**Biological Resources - Discussion**

**Issues:** Biological resources issues involve the potential for a project to substantially affect biologically-important natural vegetation and wildlife, particularly species that are protected as rare, threatened, or endangered by federal or state wildlife agencies, and their habitats.

**Impact Evaluation Guidelines:** Existing native wildlife and vegetation on a project site are assessed to identify whether they constitute important biological resources, based on the types, amounts, and quality of the resources within the context of the larger ecological community. If important or sensitive biological resources exist, project effects on the resources are

qualitatively evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

- Elimination, substantial reduction or disruption of important natural vegetative communities, wildlife habitat, migration corridors, or habitats supporting sensitive species such as oak woodland, coastal strand, riparian, and wetlands.
- Substantial effect on a protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.
- Substantial loss or damage to biologically important native trees such as oak or sycamore trees (note that, if applicable, historic or landmark trees are discussed in Section 4. Cultural Resources, and other trees are discussed in Section 1. Visual Resources).

### **Biological Resources – Existing Conditions and Project Impacts**

#### **3.a, b, d) Natural Communities; Trees; Wetland and Riparian Habitats**

The project site is developed with a commercial laundry building and a parking lot. The site has been used for commercial purposes for more than 90 years. Most of the property is paved or covered with the existing building. There are no natural communities or wetland habitat within the project site. However, the site is located near Mission Creek, which is an identified riparian habitat area in the City. Mission Creek is classified as a coastal steelhead trout stream in the vicinity of the project site. Habitat for steelhead smolts and tidewater goby (an endangered species) is present in the estuarine environment around the Mason Street Bridge, and there is documented goby breeding habitat further down Mission Creek at the State Street Bridge (CDFG 2010). Tidewater goby habitat is also present downstream of the Chapala Street Bridge area in the estuarine portion of the creek.

Near the project site, Mission Creek is categorized as a disturbed and unvegetated creekbed with ruderal vegetation<sup>2</sup> along the eastern bank. The project site is located approximately 50 feet from the top of creek bank at the closest point.

This portion of Mission Creek is approved to be widened as part of the Lower Mission Creek Flood Control Project. It is anticipated that the portion of the creek across from the project site will be widened in conjunction with the Mason Street Bridge Replacement project that is scheduled to start construction in May 2014. As a result, the creek will be widened and the top of bank will move closer to the project site. Kimberly Avenue is proposed to be realigned to accommodate this widening of the creek. Even after these improvements are completed, the hotel would be located more than 50 feet from the new top of creek bank, and would be separated from the creek by Kimberly Avenue (an approximately 40-foot wide right-of-way).

The development of the hotel would include exterior lighting that could impact adjacent riparian habitat. However, new hotel lighting would be required to comply with the City's Outdoor Lighting and Design Ordinance (Santa Barbara Municipal Code Chapter 22.75), which requires that exterior lighting be shielded and directed to the ground such that no undue lighting would affect surrounding habitat areas. Additionally, the setback from the the creek, proposed new vegetation as part of the creek widening, and intervening street trees would help buffer impacts to the creek environment from hotel lighting.

Existing trees on site are ornamental and are not considered to be important habitat or skyline or specimen trees. The proposed landscape plan would result in replacement of those trees with new trees and additional vegetation. Refer to *Exhibit 2* for Standard Conditions of Approval related to tree protection and replacement that would be applicable to the project.

Impacts to natural communities, trees, and wetland and riparian habitat would be *less than significant* because the site does not contain any natural communities, critical habitat, or riparian or wetland habitat; proposed development would be set back sufficiently from the existing and future creek bank and would be separated from the Creek by a public roadway; and proposed tree planting would mitigate any potential impacts related to loss of trees. To ensure that nighttime lighting is sensitive to creek habitat, a mitigation measure addressing lighting is recommended.

#### **3.c) Adopted Plans**

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<sup>2</sup> Generally defined as a plant growing where the vegetational cover has been interrupted or disturbed. Specifically identified on City Creek and Wetland Habitat Map as including iceplant, giant reed, castor bean, pampas grass, fennel, cape ivy, and poison hemlock, among others.

The City does not have an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan; therefore, there would be no impact related to conflicts with said plan(s).

### **3.e) Endangered, Threatened, or Rare Species**

Mission Creek, located approximately 60 feet west of the project site, is identified as tidewater goby habitat. The tidewater goby is Federally listed as an endangered species under the Endangered Species Act. As discussed above, the project site is not designated critical habitat for any federally threatened or endangered species, and the proposed development would be located more than 50 feet from the Creek top of bank. Proposed construction of the new building would be done using construction methods (cast-in-place piles) that would minimize noise and vibration (refer to Section 7 – Noise for additional discussion), thereby minimizing potential impacts to sensitive species in Mission Creek. Therefore, impacts to sensitive species would be less than significant. A condition of approval is recommended to ensure that construction using standard driven piles is not used on the site to ensure protection of sensitive species during construction.

### **3.f) Wildlife Dispersal and Migration Corridors**

The site is fully surrounded by public streets (State Street, W. Mason Street and Kimberly Avenue) and urban development, and is not considered to be a wildlife dispersal or migration corridor. However, Mission Creek, located west of the project site, is considered to be a riparian habitat area. Given prior and current activity on the site, and the geographic and physical separation from the Creek by roads and development, it is unlikely that the project site serves as an important site for wildlife. Impacts associated with wildlife dispersal and migration corridors are considered less than significant. Nevertheless, there exists the possibility that migratory birds use the site for nesting. Avoidance of vegetation removal during the bird nesting season (or surveying the site to ensure there are no nesting birds) would further minimize any potentially adverse impacts.

### **Biological Resources – Recommended Mitigation**

- BIO-1 Nighttime Lighting.** Lighting installed on the hotel shall be sensitive to the Creek habitat and shall be minimized in areas that could result in undue nighttime lighting affecting Mission Creek. The Historic Landmarks Commission shall review the project's lighting plan for compliance with the City's Outdoor Lighting and Design Ordinance, with particular attention paid to lighting that has the potential to affect Mission Creek.
- BIO-2 Bird Nesting.** Removal of vegetation shall be avoided during the bird nesting season (February 15 to September 15), where feasible. If avoidance is not feasible, a qualified biologist shall conduct a nesting bird survey no more than seven (7) days prior to removal of any trees or vegetation scheduled to occur from February 15 through September 15. If nesting is found, the trees/vegetation shall not be removed until after the young have fledged and the biologist should establish a protective buffer around the nest as needed.
- BIO-3 Construction Techniques.** Construction of the building shall be done using cast-in-place piles (or similar construction technique that does not result in noise or vibration impacts to sensitive species in Mission Creek). Typical driven piles shall not be used.

Refer to *Exhibit 2* for Standard Conditions of Approval Applicable to Project.

### **Biological Resources - Residual Impacts**

Less than significant.

4. CULTURAL RESOURCES Could the project:	Level of Significance
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?	Less Than Significant
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?	Less Than Significant
c) Disturb any human remains, including those interred outside of formal cemeteries? )	No Impact
d) Directly or indirectly destroy a unique paleontological resource of site or unique geologic feature?	No Impact

### **Cultural Resources - Discussion**

**Issues:** Archaeological resources are subsurface deposits dating from Prehistoric or Historical time periods. Native American culture appeared along the channel coast over 10,000 years ago, and numerous villages of the Barbareno Chumash flourished in coastal plains now encompassed by the City. Spanish exploration and eventual settlements in Santa Barbara occurred in the 1500's through 1700's. In the mid-1800's, the City began its transition from Mexican village to American city, and in the late 1800's through early 1900's experienced intensive urbanization. Historic resources are above-ground structures and sites from historical time periods with historic, architectural, or other cultural importance. The City's built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara's downtown following a destructive 1925 earthquake.

**Impact Evaluation Guidelines:** Archaeological and historical impacts are evaluated qualitatively by archeologists and historians. First, existing conditions on a site are assessed to identify whether important or unique archaeological or historical resources exist, based on criteria specified in the State CEQA *Guidelines* and City Master Environmental Assessment *Guidelines for Archaeological Resources and Historical Structures and Sites*, summarized as follows:

- Contains information needed to answer important scientific research questions and there exists a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with an important prehistoric or historic event or person.

If important archaeological or historic resources exist on the site, project changes are evaluated to determine whether they would substantially affect these important resources.

### **Cultural Resources – Existing Conditions and Project Impacts**

#### **4.a) Historic Resources**

The Loughead brothers manufactured seaplanes in a building formerly located at 101 State Street between 1916 and 1921, when they moved the operation to Burbank. A succession of automobile companies occupied the building from 1921 until 1979 when the building burned down. The Loughead brothers, and their establishment of a seaplane manufacturing facility in Santa Barbara, are an important part of the City's history. However, the site is not a designated landmark.

A plaque commemorating the location of Loughead Aircraft Manufacturing of Santa Barbara was recently approved by the HLC and installed in the existing wall (in a niche previously used for a public telephone) located along State Street in front of 101 State Street. The project involves the removal of this portion of the existing wall. The applicant proposes to replace the commemorative plaque in the portion of the wall proposed to remain behind the existing bench.

The small building at 16 W. Mason Street was constructed in 1955 as an automobile 'lube' shop. Because it was constructed 34 years after the Loughead brothers left town, and was not in existence during the period of significance for

the Loughheads, the building is neither historically significant through association nor does it meet any of the other historic designation criteria.

Impacts to historic resources would be *less than significant*. A mitigation measure is recommended to ensure that the existing commemorative plaque, or similar plaque or educational display, is incorporated into the project improvements.

#### **4.b) Archaeological Resources**

The project site is located within the following archaeological sensitivity zones, as identified on the City's Master Environmental Assessment (MEA) *Cultural Resources Sensitivity Map*:

- Prehistoric Sites and Watercourses,
- Hispanic-American Transition Period (1848-1870),
- American Period (1870-1900), and
- Early 20th Century (1900-1925)

Therefore, the project site is considered to have the potential for archaeological resources to be present. A Phase I Archaeological Resources Report dated June 2012 was prepared by David Stone, M.A., RPA. The Historic Landmarks Commission accepted the Phase 1 Archaeological Report on July 3, 2012. No resources were identified onsite during the field survey; however, ground surface visibility was extremely limited due to existing paving. The Phase 1 Report concludes that the potential to encounter unknown but potentially significant subsurface prehistoric remains is unlikely. It is also unlikely that any significant historic archaeological resources would be encountered during grading. Project impacts to archaeological resources are therefore considered *less than significant*. However, as with any ground disturbing activity, there is the remote possibility of encountering unknown buried deposits. For this reason contractors and construction personnel should be alerted to the possibility of encountering archaeological resources within the project site. Standard conditions of approval are identified in *Exhibit 2* and include standard procedures if archaeological resources are encountered during grading activities.

#### **4.c) Human Remains**

There is no evidence that the site contains any human remains; therefore, there would be *no impact* related human remains. Standard conditions of approval for the project include procedures for the unanticipated discovery of human remains.

#### **4.d. Paleontological Resources**

There is no evidence that the site contains any unique paleontological resources or unique geologic features; therefore, there would be *no impact* related to paleontological resources.

### **Cultural Resources – Recommended Mitigation**

**CR-1 Commemorative Plaque.** The existing commemorative plaque (or other similar commemorative plaque or educational display) memorializing the location of Loughhead Aircraft Manufacturing of Santa Barbara shall be incorporated into the project. Final location and details to be approved by the Historic Landmarks Commission.

Refer to *Exhibit 2* for Standard Conditions of Approval Applicable to Project.

### **Cultural Resources – Residual Impacts**

Less than significant.

<b>5. GEOLOGY AND SOILS</b>		<b>Level of Significance</b>
Would the project:		
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> <li>i. Rupture of a known earthquake fault?</li> <li>ii. Strong seismic ground shaking?</li> <li>iii. Seismic-related ground failure, including liquefaction?</li> <li>iv. Expansive soils?</li> <li>v. Landslides?</li> <li>vi. Sea cliff retreat?</li> </ul>	Less Than Significant
b)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, collapse or sea cliff failure?	Less Than Significant
c)	Result in substantial soil erosion or the loss of topsoil?	Less Than Significant
d)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact

### **Geology and Soils - Discussion**

**Issues:** Geophysical impacts involve geologic and soil conditions, and their potential to create physical hazards affecting persons or property; or substantial changes to the physical condition of the site. Included are earthquake-related conditions such as fault rupture, groundshaking, liquefaction (a condition in which saturated soil loses shear strength during earthquake shaking), or seismic waves; unstable soil or slope conditions, such as landslides, subsidence (the downward shifting of the Earth's surface; can result in sinkholes), expansive or compressible/collapsible soils, or erosion; and extensive grading or topographic changes.

**Impact Evaluation Guidelines:** Potentially significant geophysical impacts may result from:

- Exposure of people or structures to risk of loss, injury, or death involving unstable earth conditions due to: seismic conditions (such as earthquake faulting, groundshaking, liquefaction, or seismic waves); landslides; sea cliff retreat; or expansive soils.
- Exposure to or creation of unstable earth conditions due to geologic or soil conditions, such as landslides, settlement, or expansive, collapsible/compressible, or expansive soils.
- Substantial erosion of soils.
- Placement of a septic system in an area with soils not capable of adequately supporting disposal of waste water or where waste water could potentially cause unstable conditions or water quality problems.

### **Geology and Soils – Existing Conditions and Project Impacts**

#### **5.a,b) Seismic and Geologic Hazards**

The city of Santa Barbara is not considered an Earthquake Fault Zone as prescribed under the Alquist-Priolo Earthquake Fault Zoning Act. Additionally, current building codes require that any development be constructed to address all geologic conditions of the site.

**Fault Rupture:** No active faults have been mapped beneath the subject property. The inferred trace of the potentially active Mesa Fault, which is the closest active fault to the project site, is located more than 150 feet away (includes the fault's 200-foot buffer). Given the information on mapped faults and the distance to the nearest mapped fault, the potential for ground rupture at the site is low, and impacts related to fault rupture would be *less than significant*.

**Ground Shaking and Liquefaction:** The project site is located in a seismically active area of southern California. Significant ground shaking as a result of a local or regional earthquake is likely to occur during the life of the project.

Soil testing encountered groundwater at a depth of 6-8 feet below existing ground surface. The project site is identified as having a high potential for liquefaction. Due to the presence of liquefiable soils on site, the hotel is proposed to be constructed using a pile foundation. By following the recommendations of a Geotechnical Engineering Report for site preparation and foundation design (as required prior to issuance of building permits), impacts related to ground shaking and liquefaction would be *less than significant*. This has been identified as a recommended mitigation measure.

**Unstable Geologic Units:** The project site is identified as having a very low landslide potential, and the soils on the project site are classified as having a low erosion potential. The project site is not located on a sea cliff or in close proximity to a sea cliff. Therefore, impacts related to geologic hazards would be *less than significant*.

#### **5.c) Soil Erosion**

The project site has been identified as having a moderate potential for erosion. However, the project site is flat and currently paved and/or covered by structures. Therefore, the proposed on-grade development would result in a *less than significant* impact related to soil erosion and loss of topsoil.

#### **5.d) Septic Systems**

The project site is located in an area where sewer service is readily available to serve the wastewater disposal needs of the project site. Therefore, there would be *no impact* related to septic tanks or alternative waste water disposal systems.

### **Geology and Soils – Recommended Mitigation**

**GEO-1 Geotechnical Studies.** A Final Geotechnical Report shall be prepared and submitted to the City's Building Division as part of the City Building and Safety Division review and approval of the construction plans. Grading and foundation plans shall be reviewed by a Geotechnical Engineer and Engineering Geologist to ensure compliance with the recommendations in the Final Report. Compliance shall be demonstrated on plans submitted for grading and building permits and subject to City Building and Safety Division review and approval.

### **Geology and Soils – Residual Impacts**

Less than significant.

<b>6. HAZARDS AND HAZARDOUS MATERIALS</b>		<b>Level of Significance</b>
Would the project:		
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less Than Significant
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially Significant, Mitigable
e)	For a project located within the SBCAG Airport Land Use Plan, Airport Influence Area, would the project result in a safety hazard for people residing or working in the project area?	No Impact
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant
g)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	No Impact

### **Hazards and Hazardous Materials - Discussion**

**Issues:** Hazardous materials issues involve the potential for public health or safety impacts from exposure of persons or the environment to hazardous materials or risk of accidents involving combustible or toxic substances.

**Impact Evaluation Guidelines:** Significant impacts may result from the following:

- Siting of incompatible projects in close proximity to existing sources of safety risk, such as pipelines, industrial processes, railroads, airports, etc.
- Exposure of project occupants or construction workers to unremediated soil or groundwater contamination.
- Exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials.
- Physical interference with an emergency evacuation or response plan.
- Siting of development in a high fire hazard areas or beyond adequate emergency response time, with inadequate access or water pressure, or otherwise in a manner that creates a fire hazard.

Emergency access is discussed in the Section 9. Transportation. Toxic air contaminants are discussed in Section 2. Air Quality.

## **Hazards and Hazardous Materials – Existing Conditions and Project Impacts**

### **6.a, b) Public Health and Safety**

The proposed use as a hotel does not include the routine transport, use or disposal of hazardous materials. Hotels are not substantial generators or users of hazardous materials that would have the potential to result in explosions or releases. Hazardous materials use and storage associated with the hotel would be limited to small amounts of cleansers, paint, motor oil, and pesticides. There are several existing programs designed to inform the public of this issue and provide opportunities to dispose of household hazardous waste. Electronic waste, typical of what is used in hotels, such as televisions, appliances and other items would also be generated and must be disposed of consistent with current regulations.

Construction of the project would result in the use of equipment that involves fuel and oil use. Equipment use, fueling and maintenance would be controlled on site to avoid any contamination entering the City's storm drain system. In the unlikely event of an oil or fuel spill, the project would be subject to all applicable State and local requirements for management of spill clean up.

Additionally, the project site is located in an area developed with a variety of visitor-serving uses. Based upon the current surrounding development, there are no known sources of health hazards, such as chemical storage tanks or industrial uses, in proximity to the project site (refer to Section 6.d below for a discussion of hazardous materials sites). The site is not identified as having a high potential for naturally occurring radon.

Impacts would be *less than significant* because of the limited quantities of hazardous materials that would be used, and because any usage of hazardous materials would be subject to all applicable Federal, State and local requirements for management and disposal of such materials.

### **6.c) Hazards Near Schools**

The project site is located approximately 1/2-mile from El Puente Community School, 2/3-mile from McKinley Elementary School, 2/3-mile from La Cuesta Continuation High School and 1/2-mile from Santa Barbara City College. As discussed above, hotels are not substantial generators or users of hazardous materials; therefore, impacts related to hazardous emissions and hazardous materials within 1/4-mile of a school would be *less than significant*.

### **6.d) Hazardous Materials Site**

The project site is identified on the Cortese List as a hazardous materials site. It is an open site with the Santa Barbara County Fire Department, Fire Prevention Division (FPD) Leaking Underground Fuel Tank (LUFT) Program (Site #90024) and with the Central Coast Regional Water Quality Control Board Central Coast Region (RWQCB) Leaking Underground Storage Tank (UST) Cleanup Site Program (case number 2295). Soil and groundwater contamination was caused by a leaking underground gasoline storage tank associated with a prior use of the site. This tank was removed from beneath the sidewalk along W. Mason Street in 1991 by the city of Santa Barbara. Due to the location of this UST, the city of Santa Barbara is the responsible party for the UST. Although contaminated soil was removed at the time the UST was removed, the remedial excavation did not remove all of the hydrocarbon impacted soil.

On January 26, 2011, the FPD issued a conditional letter of approval to the city of Santa Barbara for a Phase II Environmental Site Assessment Work Plan. In accordance with that approval, Rincon Consultants, Inc. prepared a Phase II Environmental Site Assessment dated July 20, 2011 (summarized herein and incorporated by reference) to delineate the lateral extent of total petroleum hydrocarbon (TPH) contamination. This Assessment has been approved by the FPD.

The FPD directed that a soil management/health and safety plan be developed prior to commencement of construction activities on the project site. A Soil Management Plan (SMP), prepared by Rincon Consultants, Inc. and dated July 13, 2012, and a Remedial Action Plan (RAP), prepared by Rincon Consultants, Inc. and dated September 25, 2012, were prepared and submitted to FPD. The RAP was approved by FPD on October 3, 2012, and the SMP, which describes methodologies for the proper handling, on-site management, and disposal of contaminated soil, and includes a Site Safety Plan, was approved by FPD on October 24, 2012. These documents are summarized herein and incorporated by reference.

The Phase II Assessment concludes that TPH in the soil and groundwater in the vicinity of the former UST are essentially delineated. The plume of TPH is primarily located beneath the parking area and a planter on the 101 State Street property and extends beneath Mason Street (refer to *Exhibit 6*).

The Phase II Environmental Site Assessment notes that the project site is located in Storage Unit I of the Santa Barbara Groundwater Basin. Groundwater was encountered (September 1991, March 2010 and April 2011) at approximately 6-9

feet below existing grade. Groundwater flow direction is typically toward the Pacific Ocean; however, groundwater flow at the subject property has at times been affected by the temporary dewatering of the State Street underpass and by the dewatering of the former Chess Motors site located at 110 and 118 State Street. During groundwater sampling, total petroleum hydrocarbon (TPH) was detected in eight of the nine groundwater samples, and two of those samples (Borings B9 and B10, located near the Mason Street sidewalk midway between State Street and Kimberley Avenue) contained TPH concentrations exceeding the Santa Barbara County Fire Department Fire Protection District (FPD) Investigation Level of 1,000µg/L. As noted in a letter dated October 18, 2011, the FPD stated that permanent groundwater monitoring wells are not necessary at this time because the release is well characterized and limited to a small area.

As noted above, the city of Santa Barbara is responsible for clean up associated with the former UST, in accordance with the approved RAP. Therefore, timing of remediation relative to construction of the hotel project is unknown. Every effort will be made to coordinate the two projects (as noted in the Phase II Assessment and in letters from the FPD); however, it is likely that the remediation will occur in advance of the proposed project construction. Currently, it is estimated that the City will begin remediation in mid-December 2012, in coordination with construction in the West Mason Street right-of-way associated with the Entrada project (refer to Section 11.d and e - Transportation/Circulation for additional information on improvements in the right-of-way). In any case, remediation must occur prior to or concurrent with construction of the hotel.

Impacts associated with soil and groundwater contamination are considered *potentially significant, mitigable*. Implementation of the approved SMP and Site Safety Plan during implementation of the RAP will ensure construction workers are not subject to health risks associated with contaminated soils and groundwater.

#### **6.e) Safety Hazards Within the SBCAG Airport Influence Area**

The project site is located approximately 11 miles from the Santa Barbara Airport. The project site is not located within the SBCAG Airport Land Use Plan, Airport Influence Area. Therefore, there would be *no safety impact* to people living or working in the project area from the Santa Barbara Airport.

#### **6.f) Emergency Evacuation and Response**

Development of the project site with a hotel will not impact emergency evacuation or response because it is entirely on private property that is not used for emergency response or evacuation. During construction activities, the Public Works Department will require that vehicular access to and along State Street remain open. Therefore, the project would have a *less than significant* impact related to emergency response and evacuation.

#### **6.g. Wildland Fire Hazard**

The site is surrounded by urban development on all sides. The project site is not located in a designated High Fire Hazard Area or adjacent to a High Fire Hazard Area. The project would have *no impact* associated with increased wildland fire hazard.

### **Hazards and Hazardous Materials – Required Mitigation**

**HAZ-1 Soils Management Plan.** The approved Soils Management Plan, including the Site Safety Plan, prepared by Rincon Consultants, Inc. and dated July 13, 2012, shall be followed during construction if contaminated soil and/or groundwater is present on-site at the time of construction commencement.

### **Hazards and Hazardous Materials – Residual Impacts**

Less than significant.

7. NOISE Would the project result in:	Level of Significance
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant
b) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Less Than Significant
c) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Less Than Significant
d) For a project located within the SBCAG Airport Land Use Plan, Airport Influence Area, would the project expose people residing or working in the project area to excessive noise levels?	No Impact
e) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant

### **Noise - Discussion**

**Issues:** Noise issues are associated with siting of a new noise-sensitive land use in an area subject to high ambient background noise levels, siting of a noise-generating land use next to existing noise-sensitive land uses, and/or short-term construction-related noise. Similarly construction techniques such as pile driving and blasting and land uses such as the railroad can present issues of groundborne vibration. If groundborne vibration is excessive, it can impact the integrity of structures and can affect sensitive land uses.

The primary source of ambient noise in the City is vehicle traffic noise. The City Master Environmental Assessment (MEA) Noise Contour Map identifies average ambient noise levels within the City.

Ambient noise levels are determined as averaged 24-hour weighted levels, using the Day-Night Noise Level ( $L_{dn}$ ) or Community Noise Equivalence Level (CNEL) measurement scales. 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 measurement 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. In general, a change in noise level of less than three decibels is not audible. A doubling of the distance from a noise source will generally equate to a change in decibel level of six decibels.

Guidance for appropriate long-term background noise levels for various land uses are established in the City General Plan Noise Element Land Use Compatibility Guidelines. Building codes also establish maximum average ambient noise levels for the interiors of structures.

High construction noise levels occur with the use of heavy equipment such as scrapers, rollers, graders, trenchers and large trucks for demolition, grading, and construction. Equipment noise levels can vary substantially through a construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment generates noise levels of more than 80 or 90 dB(A) at a distance of 50 feet, and the shorter impulsive noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and exceeding 100 dB(A). Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading and site preparation activities, tends to be quieter.

The Noise Ordinance (Chapter 9.16 of the Santa Barbara Municipal Code) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The ordinance establishes limitations on hours of construction and motorized equipment operations, and provides criteria for defining nuisance noise in general.

Aircraft traffic also creates intermittent higher noise levels and is a major source for noise in the communities surrounding the Santa Barbara Airport. The Airport is located outside of the continuous boundary of the City, and areas affected by aircraft noise include several neighborhoods within the City of Goleta, UCSB, and unincorporated areas of the County. The Santa Barbara Airport's Noise Compatibility Program and the Airport Land Use Plan provide noise abatement procedures and policies for the airport to minimize noise; guidelines for placement of noise sensitive land uses near the airport, and mitigation measures to prevent impacts to residential areas from airport noise.

**Impact Evaluation Guidelines:** A significant noise impact may result from:

1. Substantial noise and/or vibration from grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration; or
2. Siting of a project such that persons would be subject to long-term ambient noise levels in excess of the Noise Element land use compatibility guidelines as follows. The guidelines include maximum interior and exterior noise levels.
  - a. Interior noise levels are of primary importance for residences due to the health concerns associated with continued exposure to high interior noises. Projects not meeting interior noise levels would have significant noise impacts.
  - b. For exterior noise levels, there are two levels of noise:
    - i. "Clearly unacceptable" exterior levels are those levels above which it would be prohibitive, even with mitigation, to achieve the maximum interior noise levels, and the outdoor environment would be intolerable for the assigned use. Projects exceeding the maximum "clearly unacceptable" noise levels would have significant noise impacts.
    - ii. "Normally unacceptable" noise levels are those levels which it is clear that with standard construction techniques maximum interior noise levels will be met and there will be little interference with the land use. Projects below the maximum "normally unacceptable" noise levels would have less than significant noise impacts.
    - iii. Projects with exterior noise levels exceeding the "normally acceptable" level and below the maximum "clearly unacceptable" level are evaluated on a case by case basis to identify mitigation to achieve the "normally acceptable" exterior levels to the extent feasible and to determine the level of significance of the noise exposure.
- Commercial (retail, restaurant, etc.) and Office (personal, business, professional): Normally acceptable maximum exterior ambient noise level of 75 dB(A)  $L_{dn}$ ; clearly unacceptable maximum exterior noise level of 80 dB(A)  $L_{dn}$ ; maximum interior noise level of 50 dB(A)  $L_{dn}$ .
- Transient Lodging: Normally acceptable maximum exterior ambient noise level of 70 dB(A)  $L_{dn}$ ; clearly unacceptable maximum exterior noise level of 80 dB(A)  $L_{dn}$ ; maximum interior noise level of 45 dB(A)  $L_{dn}$ .
- Residential: Normally acceptable maximum exterior ambient noise level of 60 dB(A)  $L_{dn}$  in single family neighborhoods and 65 dB(A)  $L_{dn}$  in non-residential or multi-family neighborhoods); clearly unacceptable maximum exterior noise level of 75 dB(A)  $L_{dn}$ ; maximum interior noise level of 45 dB(A)  $L_{dn}$ .

## **Noise – Existing Conditions and Project Impacts**

### **7.a-c) Increased Noise Level; Exposure to High Noise Levels**

Long-Term Operational Noise: The project site is located in an area where noise levels are 60 dB(A). Normally acceptable exterior noise levels for hotel uses are 70-80 dB(A), as identified in the City's Noise Element. The maximum interior exposure is 45 dB(A). Basic construction techniques reduce noise levels by at least 15 dB(A). Therefore, exterior noise levels would be acceptable and common construction practices would make the interior environment acceptable from a noise exposure perspective. Additionally, the proposed uses would not include activities that would generate significant noise such that it would impact surrounding uses. Therefore, impacts associated with long-term noise are considered *less than significant*.

**Temporary Construction Noise:** The project would result in temporary construction noise due to grading and construction activities. Noise from grading and construction equipment, truck traffic and vibration would affect surrounding areas during the construction period. The total construction period is anticipated to last approximately 12 months, as follows: demolition activities would last approximately 7 days, grading would occur over approximately 8 days and construction activity (including finishes) would last approximately 260 days. Construction noise would be short term and generally intermittent and sporadic. The project is proposing to use cast-in-place piles for the building. This type of pile construction generates significantly less noise than typical pile driving. Construction activities are subject to the City's Noise Ordinance, which limits construction hours to between 7:00 a.m. to 8:00 p.m. Noise generated during project grading and construction activities would result in a short-term, nuisance noise impact to surrounding land uses in the area, an adverse but *less than significant* impact. Implementation of the recommended mitigation measures identified below would further reduce any adverse impacts associated with construction noise.

#### **7.d) Airport**

The project site is not located within the SBCAG Airport Land Use Plan, Airport Influence Area, so there would be *no impact* resulting from this project.

#### **7.e) Groundborne Vibration**

The closest land uses potentially impacted from groundborne vibration and noise (primarily from the use of pile drivers during construction) are the residential uses to the west of the project site. Vibrations could also impact sensitive species in Mission Creek. Construction with cast-in-place piles is proposed, which would not generate significant vibration during construction of the hotel. The use as a hotel will not cause long-term vibration to the surrounding area. Therefore, impacts associated with groundborne vibration would be *less than significant*. Implementation of recommended mitigation measure BIO-3 would ensure adverse impacts associated with construction vibration are minimized.

### **Noise – Recommended Mitigation**

- N-1 Neighborhood Notification Prior to Construction.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses, and residents within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the (Project Environmental Coordinator (PEC) and) Contractor(s), site rules and Conditions of Approval pertaining to construction activities, and any additional information that will assist the Building Inspectors, Police Officers and the public in addressing problems that may arise during construction.
- N-2: Construction Hours.** Construction (including preparation for construction work) shall only be permitted Monday through Friday between the hours of 7:00 a.m. and 7:00 p.m., excluding the following holidays: New Year's Day (January 1<sup>st</sup>); Martin Luther King Jr Day (3<sup>rd</sup> Monday in January); President's Day (3<sup>rd</sup> Monday in February); Memorial Day (Last Monday in May); Independence Day (July 4<sup>th</sup>); Labor Day (1<sup>st</sup> Monday in September); Thanksgiving Day (4<sup>th</sup> Thursday in November); Day Following Thanksgiving Day (Friday following Thanksgiving); Christmas Day (December 25<sup>th</sup>). \*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday respectively shall be observed as a legal holiday.
- When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the City to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out said construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number.
- N-3: Construction Equipment Sound Control.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.

See BIO-3.

### **Noise – Residual Impact**

Less than significant.

8. POPULATION AND HOUSING	Level of Significance
Would the project: a) Induce substantial population growth in an area, either directly or indirectly (e.g. through extension of roads or other infrastructure)?	Less Than Significant
a) Displace substantial numbers of existing housing, especially affordable housing, or people necessitating the construction of replacement housing elsewhere?	No Impact

**Population and Housing - Discussion**

**Impact Evaluation Guidelines:** Issues of potentially significant population and housing impacts may involve:

- Growth inducement, such as provision of substantial population or employment growth or creation of substantial housing demand; development in an undeveloped area, or extension/ expansion of major infrastructure that could support additional future growth.
- Loss of a substantial number of housing units, especially loss of more affordable housing.

**Population and Housing – Existing Conditions and Project Impacts**

**8.a) Growth-Inducing Impacts**

The project would not involve a substantial increase in major public infrastructure such as extension of water or sewer lines or roads that would facilitate other growth in the area. The project would not involve substantial employment growth that would increase population or housing demand. Growth-inducing impacts would be *less than significant* because the project site is in an urbanized area that is currently served by all required infrastructure.

**8.b) Housing Displacement**

The project would not involve any housing displacement. *No impact* would result from the project.

**Population and Housing - Mitigation**

No mitigation is required.

**Population and Housing – Residual Impact**

Less than significant.

<b>9. PUBLIC SERVICES AND UTILITIES</b> Would the project:	<b>Level of Significance</b>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Less Than Significant
b) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less Than Significant
c) Require or result in the construction of new or expanded wastewater treatment or collection facilities, the construction of which could cause significant environmental effects?	Less Than Significant
d) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less Than Significant
e) Require or result in the construction of new or expanded water treatment or distribution facilities, the construction of which could cause significant environmental effects?	Less Than Significant
f) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Less Than Significant
g) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Less Than Significant
h) Comply with federal, state, and local statutes and regulations related to solid waste?	Less Than Significant
i) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: <ul style="list-style-type: none"> <li>i. Fire Protection?</li> <li>ii. Police Protection?</li> <li>iii. Schools?</li> <li>iv. Other Public Facilities?</li> </ul>	Less Than Significant

### **Public Services and Utilities - Discussion**

**Issues:** This section evaluates project effects on fire and police protection services, schools, public facility maintenance and other governmental services, utilities, including electric and natural gas, water and sewer service, and solid waste disposal.

**Impact Evaluation Guidelines:** The following may be identified as significant public services and facilities impacts:

- Creation of a substantial need for increased police department, fire department, public facility maintenance, or government services staff or equipment.
- Generation of substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded.

- Inadequate water, sewage disposal, or utility facilities.
- Substantial increase in solid waste disposal to area sanitary landfills.

Sewer: The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day (MGD), with current average daily flows in 2011 of 8 MGD. In 2010, the City certified a citywide Program Final Environmental Impact Report (FEIR) for the Plan Santa Barbara General Plan Update. This FEIR concluded that the increased wastewater flows to El Estero Wastewater Treatment Plant are enough to accommodate the growth planned through 2030 for the City. The FEIR also concluded that the increased wastewater flows into the City's collection systems would not substantially contribute to current problems of offsite inflow and infiltration of wastewater flows from the City's system.

Water: The City of Santa Barbara's water supply comes primarily from the following sources, with the actual share of each determined by availability and level of customer demand: Lake Cachuma and Tecolote Tunnel; Gibraltar Reservoir, Devils Canyon and Mission Tunnel; groundwater; State Water Project Table A allotment; desalination; and recycled water. Conservation and efficiency improvements are projected to contribute to the supply by offsetting demand that would otherwise have to be supplied by additional sources. On June 14, 2011, based on the comprehensive review of the City's water supply, the City Council approved the Long Term Water Supply Program (LTWSP) for the planning period 2011-2030. The LTWSP outlines a strategy to use the above sources to meet the City's estimated system demand (potable plus recycled water) of 14,000 AFY, plus a 10% safety margin equal to 1,400 AFY, for a total water supply target of 15,400 AFY. The LTWSP concludes that the City's water supply is adequate to serve the anticipated demand plus safety margin during the planning period.

Solid Waste: Most of the 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 impact significance thresholds related to the impacts of development on remaining landfill capacity. These thresholds are utilized by the City to analyze solid waste impacts. The County 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 per year]) for project operations. 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 per 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 per year], which equates to 40 tons per year, is considered adverse significant cumulative impact.

The County of Santa Barbara adopted revised solid waste generation thresholds and guidelines in October 2008. According to the County's thresholds of significance, any construction, demolition or remodeling project of a commercial, industrial or residential development that is projected to create more than 350 tons of construction and demolition debris is considered to have a significant impact on solid waste generation. The County's 350 ton threshold has not been formally adopted by the City; however, it provides a useful method for calculating and analyzing construction waste generated by a project.

Facilities and Services: In 2010, the City certified a citywide Program Final Environmental Impact Report (FEIR) for the Plan Santa Barbara General Plan Update. The FEIR concluded that under existing conditions as well as the projected planned development and all studied alternatives, all public services (police, fire, library, public facilities, governmental facilities, electrical power, natural gas and communications) could accommodate the potential additional growth until 2030. The FEIR also determined that growth in the City under the General Plan would not result in a considerable contribution to cumulative impacts on public services on the South Coast.

Schools: None of the school districts in the South Coast have been designated "overcrowded" as defined by California State law. Per California Government Code Section 66000, the City collects development impact fees from new development to offset the cost of providing school services/additional infrastructure to accommodate new students generated by the development.

## **Public Services and Utilities – Existing Conditions and Project Impacts**

### **9.a-f) Water and Sewer**

**Water.** The water demand for existing uses on site (laundry and parking lot) average approximately 1.35 AFY based on usage averages over the last two years. The existing laundry facility use at 16 W. Mason would be incorporated into the new hotel building, so that existing water use (approximately 1.19 AFY) would essentially continue. The water demand for the proposed project (34-room hotel) is estimated to be 4.42 AFY (based on rates outlined in the City's Water Demand Factor Update Report (2009)). This increase in water demand would not significantly impact the City's water supply. The proposed project receives water service from the City of Santa Barbara. The proposed project is within the anticipated growth rate for the City and therefore, the City's long-term water supply and existing water treatment and distribution facilities would adequately serve the proposed project. The potential increase in demand from the proposed project would constitute a *less than significant* impact to the City water supply, treatment, and distribution facilities.

**Sewer.** The sewer demand for the proposed project is estimated to be 3.84 AFY (based on the City's Water Demand Factor and Conservation Study "User's Guide" Document No. 2). This increase in sewer demand would not significantly impact the City's capacity to treat wastewater. The proposed project is within the anticipated growth rate for the City as projected in the certified Final Program EIR (2010) for the Plan Santa Barbara General Plan Update and therefore, the City's existing water treatment and distribution facilities would adequately serve the proposed project. Increased sewage treatment associated with the project can be accommodated by the existing City sewer system and sewage treatment plant, and would represent a *less than significant* impact.

### **9.g,h) Solid Waste Generation/ Disposal**

**Long-Term (Operational).** The proposed new hotel is estimated to generate 27.2 tons per year (TPY) of solid waste as follows: (34 hotel rooms x 0.8 TPY per room). With application of source reduction, reuse, and recycling, landfill disposal of solid waste could be reduced to 13.6 TPY. This represents a *less than significant* impact because it is under the 196 TPY project-specific threshold, and is below the 40 TPY cumulative threshold. Note that this estimate does not account for any solid waste generated by the existing development on site, and therefore represents a conservative estimate of net new solid waste.

**Short-Term (Demolition and Construction).** Construction-related waste generation is estimated to be 420 tons prior to any recycling or diversion. Total short-term solid waste would be 105 TPY after implementation of the City's Construction and Demolition Ordinance (SBMC Ch. 7.18) requirement to divert 75% of total construction waste. Because the project would generate less than 350 tons of construction and demolition debris, the project would have a *less than significant* impact related to short-term solid waste.

### **9.i) Police, Fire, Schools, and Public Facilities**

The project site is located in an urban area where all public services are available. The project would be served with connections to existing public services for gas, electricity, cable, and telephone traversing the site, as well as access to existing roads, all of which can accommodate the minor increase in demand generated by the project. The site is located in an area where adequate emergency response times can be accomplished and has adequate water pressure and access to fire hydrants. The project is not anticipated to create a substantially different demand on fire or police protection services, library services, or City buildings and facilities, than that anticipated in the Plan Santa Barbara General Plan Update FEIR. The project site is served by the Santa Barbara Unified School District for elementary and high school, which is not considered "overcrowded" as defined by the State of California. School impact fees would be applied to the project as required in accordance with State law. The Plan Santa Barbara General Plan Update FEIR found no significant impacts to police, schools, and public facilities for the amount of growth projected for the City in the 2030 timeframe. Therefore, impacts to fire protection, police protection, schools, library services, City buildings and facilities, electrical power, natural gas, telephone, and cable telecommunication services are anticipated to be *less than significant*.

## **Public Services and Utilities – Mitigation**

No mitigation is required.

## **Public Services and Utilities – Residual Impacts**

Less than significant.

10. RECREATION	Level of Significance
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less Than Significant
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less Than Significant
c) Would the project result in substantial loss or interference with existing park space or other public recreational facilities (such as hiking, cycling or horse trails)?	Less Than Significant

**Recreation - Discussion**

**Issues:** Recreational issues are associated with increased demand for recreational facilities, or, loss of or impacts to existing recreational facilities or parks.

**Impact Evaluation Guidelines:** Recreation impacts may be significant if they result in:

- Substantial increase in demand for park and recreation facilities in an area under-served by existing public park and recreation facilities.
- Substantial loss or interference with existing park space or other public recreational facilities such as hiking, cycling, or horse trails.

**Recreation – Existing Conditions and Project Impacts**

The closest parks and recreational facilities to the project site are West Beach, Chase Palm Park and Ambassador Park.

**10.a, b) Recreational Demand**

According to the certified Final Program EIR (2010) for the Plan Santa Barbara General Plan Update, the City’s park, waterfront, beach, and recreational facilities are sufficient overall for the projected levels of future population anticipated in the 2030 timeframe. The subject project is within the scope of planned buildout projected in the Plan Santa Barbara EIR. Therefore, the projected increase in demand for recreational facilities and parks associate with the project would be *less than significant*.

**10.c) Existing Recreational Facilities**

The project site does not contain, not is it adjacent to, any park or recreational facilities. Therefore, the project, including construction, would not result in loss or interference with park space or other recreational facilities. Impacts would be *less than significant*.

**Recreation – Mitigation**

No mitigation is required.

**Recreation – Residual Impacts**

Less than significant.

11. TRANSPORTATION/CIRCULATION Would the project:	Level of Significance
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Less Than Significant
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Less Than Significant
c) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Less Than Significant
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	Less Than Significant
e) Result in inadequate emergency access?	Less Than Significant
f) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Less Than Significant

### **Transportation - Discussion**

**Issues:** Transportation issues include traffic, access, circulation and safety. Vehicle, bicycle and pedestrian, and mass transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation and traffic in the City. Projects near the City's airport may also be considered for effects to air traffic patterns and safety.

**Impact Evaluation Guidelines:** A proposed project may have a significant impact on traffic and circulation if it would:

#### Vehicle Traffic

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below).
- Cause insufficiency in the transit system, taking into account all modes of transportation.
- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

#### Circulation and Traffic Safety

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
- Diminish or reduce effectiveness, adequacy, or safety of pedestrian, bicycle, or public transit circulation.
- Result in inadequate emergency access on-site or to nearby uses.
- Conflict with regional and local plans, policies, or ordinances regarding the circulation system, including all modes of transportation (vehicle, pedestrian, bicycle, and public transportation).

Air Traffic

- Substantially change air traffic patterns or pose safety risks associated with air traffic.

**Vehicle Traffic Thresholds of Significance:** The City uses Levels of Service (LOS) “A” through “F” to describe operating conditions at signalized intersections in terms of volume-to-capacity (V/C) ratios, with LOS A (0.50-0.60 V/C) representing free flowing conditions and LOS F (0.90+ V/C) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 V/C).

For purposes of environmental assessment, LOS C at 0.77 V/C is the threshold Level of Service against which impacts are measured. An intersection is considered “impacted” if the volume to capacity ratio is .77 V/C or greater.

Project-Specific Significant Impact: A project-specific significant impact results when:

- Project peak-hour traffic would cause a signalized intersection to exceed 0.77 V/C, or
- The V/C of an intersection already exceeding 0.77 V/C would be increased by 0.01 (1%) or more as a result of project peak-hour traffic.

For non-signalized intersections, delay-time methodology is utilized in evaluating impacts.

Significant Cumulative Contribution: A project would result in a significant contribution to cumulative traffic impacts when:

- Project peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending projects would cause an intersection to exceed 0.77 V/C, or
- Project would contribute traffic to an intersection already exceeding 0.77 V/C. Projects sending five trips or more through an intersection already exceeding 0.77 V/C would be considered to have “contributed:” to a significant cumulative traffic impact.

**Transportation – Existing Conditions and Project Impacts**

The project site is bordered by State Street to the east, W. Mason Street to the south and Kimberly Avenue to the west. The project site currently has driveway access from W. Mason Street and Kimberly Avenue. The proposed project would eliminate the W. Mason Street driveway and take access solely from Kimberly Avenue.

**11.a, b) Vehicle Traffic**

Long-Term Traffic

Traffic analysis of the project was prepared by Associated Transportation Engineers (September 24, 2012). The report is summarized below and incorporated herein by reference (*Exhibit 7*).

Intersections in the surrounding area have Levels of Service ranging from LOS A to LOS E during the peak hours of the weekday morning and evening commutes (7-9 A.M. and 4-6 P.M., respectively), and LOS A during the weekend peak hours, as follows:

INTERSECTION	A.M. Peak Hour		P.M. Peak Hour		Weekend Peak Hour	
	V/C	LOS	V/C	LOS	V/C	LOS
U.S. 101 NB Ramp-Haley/Castillo St.	0.552	A	0.784	C	0.49	A
U.S. 101 SB Ramp/Castillo St.	N/A		N/A		0.49	A
Castillo St./Montecito St.	0.691	B	0.763	C	0.48	A
U.S. 101 NB Ramp/Garden St.	0.575	A	0.748	C	0.60	A
U.S. 101 SB Ramp/Garden St.	0.64	B	0.929	E	0.44	A
Yanonali St./Garden St.	0.431	A	0.491	A	N/A	
State St./Cabrillo Blvd.	0.303	A	0.420	A	0.50	A

The project would generate net traffic increases of 278 average daily trips, 19 weekday A.M. peak hour trips (PHT), 20 weekday P.M. PHT and 24 weekend mid-day PHT. When distributed to the surrounding street system, these trips would result in less than five or fewer added trips to area intersections, except State Street/Cabrillo Boulevard, which would have 9 additional A.M. PHT, 10 additional P.M. PHT and 14 additional weekend mid-day PHT. The addition of these project trips to area intersections would result in a less than significant project-specific impact. Cumulative traffic impacts would also be less than significant with project-added trips.

The project would also comply with the Santa Barbara County Association of Government's Congestion Management Program for the region. The project involves construction of a new hotel in an area designated for visitor-serving use. The project site would have direct access from a public street and would not conflict with or impede implementation of any policies, plans, programs, or ordinances regarding congestion management and the circulation system, taking into account all modes of transportation. Therefore, there would be a less than significant impact to congestion management or the circulation system.

#### Short-Term Construction Traffic

The project would generate construction-related traffic that would occur over the 12-month construction period and would vary depending on the stage of construction. Temporary construction traffic is generally considered an adverse but not significant impact. In this case, given traffic levels in the area and the duration of the construction process, short-term construction-related traffic would be a less than significant impact. Standard conditions of approval would be applied, including restrictions on the hours permitted for construction trips outside of peak traffic hours, approval of routes for construction traffic, and designation of specific construction staging and parking areas (*Exhibit 2*).

#### **11.d,e) Access/ Circulation/ Safety Hazards**

State Street is currently a four-lane street that is fully improved along the project frontage. W. Mason Street is a two-lane street that is fully improved along the project frontage. Kimberly Avenue is a two-lane street that is fully improved along the project frontage. The project does not propose any changes to the existing roadway alignment or lane configurations. The property frontage currently has one curb cut along W. Mason Street at mid-block, and one curb cut on Kimberly Avenue. These curb cuts would be eliminated, and access to the proposed development would be provided by a single replacement driveway from Kimberly Avenue. The driveway has been designed to provide adequate sight distance to and from the intersection of the driveway with Kimberly Avenue. In addition, the project site is located in an urbanized area and there are no incompatible uses that would result in a vehicle mix that could increase traffic hazards. The City Fire Department has determined that adequate emergency and fire access is provided for the project.

The City has approved a realignment of Kimberly Avenue as part of the Mason Street bridge replacement project. Although approved, this project has not started construction. It is tentatively scheduled to start construction in Spring 2014. The realignment would affect the project site by encroaching onto the 16 W. Mason Street property; however, the project has been designed to be compatible with both the current and anticipated future alignment of the street. The only impact would be a reduction in landscape area between the back of the hotel and the sidewalk along Kimberly Avenue.

The City has also approved changes to the configuration and operation of State and Mason Streets. These changes are anticipated to be implemented as part of the public improvements associated with the Entrada project located at the NE, SE and SW corners of State and Mason Streets (the project site is at the NW corner). These improvements would change existing lane configurations and operations. The State/Mason Street intersection is currently a stop-controlled intersection and would be changed to a traffic signal-controlled intersection. These improvements would have no material impact on the project site, and have been taken into account as part of the subject project's design process and technical reviews by City staff.

Construction of the two aforementioned projects will have short-term adverse impacts on circulation in the area. However, construction on the project site itself is not anticipated to have significant short-term impacts related to circulation. Coordination between the various construction projects in the area will be required to ensure that adequate circulation and emergency access is available in the project area; this is handled by the City's Public Works Department through their typical permit process.

Therefore, proposed project impacts associated with vehicular access, circulation and evacuation related to the new hotel project would be less than significant because it has been reviewed and found adequate by the City's Public Works Engineering and Transportation Divisions, and the Fire Department.

### **11.a,c) Bicycle/Pedestrian/Public Transit**

The project site is served by MTD's Downtown-Waterfront Shuttle. A stop is located along the project site's State Street frontage. The project site is also located approximately 430 feet from the train station and within one mile of the MTD Transit Center. Existing transit stops are anticipated to provide adequate transit resources for the project demands. State Street has a Class 2 bikeway along the project frontage, and there is a Class 2 bikeway along Cabrillo Boulevard. No formal bike lanes exist along Mason Street or Kimberly Avenue. There is existing sidewalk along the project frontages that will remain to serve the area's pedestrian needs (future roadway and sidewalk improvements by others, as discussed above, will benefit the project site by creating new and/or widened sidewalk areas adjacent to the project site). Project impacts associated with pedestrian, bicycle and public transit facilities would be less than significant because the new hotel would not result in a substantial increase in the need for transit facilities, bike lanes or sidewalks in the area, and existing and proposed street and sidewalk improvements are more than adequate to accommodate any increased use. Pedestrians and bicyclists would continue to share the existing right-of-way.

### **11.f) Air Traffic**

The project is not located in an area that would affect air traffic patterns or safety. The project would not substantially increase the air traffic demand in the area. Impacts to air traffic would be less than significant.

### **Transportation – Mitigation**

No mitigation is required. Refer to *Exhibit 2* for Standard Conditions of Approval Applicable to Project.

### **Transportation – Residual Impact**

Less than significant.

12. WATER QUALITY AND HYDROLOGY	Level of Significance
Would the project:	
a. Impact groundwater by: <ul style="list-style-type: none"> <li>i. Substantially depleting groundwater supplies or interfering substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby well would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</li> <li>ii. Violating any groundwater quality standards/requirements or otherwise substantially degrading groundwater quality?</li> </ul>	Less Than Significant  Potentially Significant, Mitigable
b) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less Than Significant
c) Substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner which would result in substantial erosion, siltation, or flooding on- or off-site?	Less Than Significant
d) Violate any surface water quality standards/requirements or otherwise substantially degrade surface water quality?	Less Than Significant
e) Substantially alter a stream or river (either directly or indirectly through encroachment into buffer areas) in a manner which would result in substantial on- or off-site erosion, siltation, flooding, water quality degradation, or impacts to sensitive biological resources?	Less Than Significant
f) Expose people or structures to a significant risk of loss, injury or death involving flooding (including flooding as a result of the failure of a levee or dam), wave action, or surface water erosion?	Less Than Significant
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Less Than Significant
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Less Than Significant
i) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	Less Than Significant

### Water Quality and Hydrology – Discussion

**Issues:** Water resources issues include changes in surface drainage, creeks, surface water quality, groundwater quantity and quality, flooding, and inundation.

**Impact Evaluation Guidelines:** A significant impact would result from:

#### Water Resources and Drainage

- Substantially changing the amount of surface water in any water body or the quantity of groundwater recharge.

- Substantially changing the drainage pattern or creating a substantially increased amount or rate of surface water runoff that would exceed the capacity of existing or planned drainage and storm water systems.
- Altering drainage patterns or affecting creeks in a way that would cause substantial erosion, siltation, on- or off-site flooding, or impacts to sensitive biological resources (See Section 3 as well).

#### Water Quality

- Substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrading water quality, including temperature, dissolved oxygen, or turbidity.

The City of Santa Barbara began implementing the Storm Water Management Program (SWMP) in January of 2009. The purpose of the SWMP is to implement and enforce a program designed to reduce the discharge of pollutants to the “maximum extent practicable” to protect water quality. The SWMP addresses discharge of pollutants both during construction and after construction. The water quality treatment requirement is to retain and treat the 1-inch, 24-hr. storm event. The peak runoff discharge rate requirement is that the peak runoff discharge rate shall not exceed the pre-development rate up to the 25 year storm. The volume reduction requirement is to retain on site the volume difference between pre and post conditions for the 25-yr, 24-hr storm or the 1-inch storm (whichever is larger).

#### Flooding and Inundation Hazards

- Locating development within 100-year flood hazard areas; substantially altering the course or flow of flood waters or otherwise exposing people or property to substantial flood hazard.
- Exposing people or structures to substantial unmitigated risk involving inundation by seiche, tsunami, or mudflow.

### Water Quality and Hydrology – Existing Conditions and Project Impacts

#### **12.a) Groundwater Quantity and Quality**

The project does not propose to utilize groundwater supplies or interfere with groundwater recharge, and the site is not being used as an aquifer recharge area. Development would be at-grade, would result in a reduction of impervious surfaces, and no water wells are proposed. The project would get all its water from the city of Santa Barbara, as discussed in Section 9 – Public Services and Utilities. Therefore, impacts related to groundwater quantity would be *less than significant*.

Groundwater is present approximately 6-9 feet below existing grade. Refer to the Hazards Section (6.d) of this Initial Study for a discussion of groundwater contamination at the project site. Due to existing groundwater contamination, impacts related to groundwater quality would be *potentially significant, mitigable*. Refer to Section 6 – Hazards for a discussion of existing soil and groundwater contamination and required mitigation to address potentially significant soil and groundwater quality impacts.

#### **12.b-d) Drainage, Stormwater Runoff, and Water Quality**

The City and State require that onsite capture, retention, and treatment of storm water be incorporated into the design of the project. Pursuant to the City’s Storm Water Management Plan (SWMP) and the NPDES General Permit for Storm Water Discharges, the City requires that any increase in stormwater runoff (based on a 25-year storm event) be retained onsite and that projects be designed to capture and treat the calculated amount of runoff from the project site for a one-inch storm event, over a 24-hour period. The project includes a vegetated swale and downspout filters to capture and treat runoff prior to discharging into the public drainage system. A Preliminary Drainage Analysis, prepared by Flowers & Associates and dated March 23, 2012, summarized herein and incorporated by reference, indicates that the peak runoff flow rate has been accounted for in the design of the project. The proposed storm water management plan complies with the City’s SWMP requirements. Additionally, the project is subject to standard conditions of approval, building codes, and federal and state regulatory programs that have been established to minimize impacts to water quality resulting from construction operations. Therefore, impacts associated with drainage, stormwater, and surface water quality would be *less than significant*.

#### **12.e) Creeks**

The project site is located approximately 50 feet east of Mission Creek, and is separated from the creek and its habitat by Kimberly Avenue. The project does not include the alteration of a stream or river (either directly or indirectly through encroachment into buffer areas). Impacts related to associated erosion, siltation, flooding, water quality degradation, or

impacts to sensitive biological resources associated with alteration of a stream or river or its buffer area would be *less than significant*.

This portion of Mission Creek is approved to be widened as part of the Lower Mission Creek Flood Control Project. It is anticipated that the portion of the creek across from the project site will be widened in conjunction with the Mason Street Bridge Replacement project that is scheduled to start construction in May 2014. As a result, the creek will be widened and the top of bank will move closer to the project site. Kimberly Avenue is proposed to be realigned to accommodate this widening of the creek. Even after these improvements are completed, the hotel would be located more than 50 feet from the new top of creek bank, and would be separated from the creek by Kimberly Avenue (an approximately 40-foot wide right-of-way). Therefore, impacts following these creek improvements would continue to be classified as less than significant.

**12.f-h) Flooding**

The project site is located in a flood hazard zone (AH Zone) due to its proximity to mission Creek. The base flood elevation for the site is 11.05 NGVD (1929 Datum). The proposed development would be constructed at-grade, which is approximately 1-2 feet below the base flood elevation. The proposed design would flood-proof the first floor of the building (parking garage, laundry and lobby). The flooding potential of the site would not change following project occupancy, and the project would not substantially alter the course or flow of flood waters. Therefore, with implementation of Building Code-required construction methods to flood-proof the first floor of the building, impacts related to flooding would be *less than significant*.

**12.i) Inundation**

The project site is located outside of the known inundation hazard zones for tsunami, substantial mud flows, or seiche. Therefore impacts related to inundation would be *less than significant*.

**Water Quality and Hydrology – Required Mitigation**

See HAZ-1.

**Water Quality and Hydrology – Residual Impact**

Less than significant.

<b>13. LAND USE AND PLANNING</b>		<b>YES</b>	<b>NO</b>
Would the project:			
a)	Physically divide an established community?		X
b)	Conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?		X

**Land Use and Planning – Discussion**

**13.a) Physically Divide Community**

The project does not involve a cross-town freeway, storm channel, utility transmission lines or any other improvements that have the potential to physically divide the community. The project would not close any existing bridges or roadways. The project would connect to the existing street system, and would not create any physical barriers that would divide the community.

**13.b) Conflicts with Plans for Avoiding Environmental Effect**

While completing each section of this Initial Study, within each resource section and in the Plans and Policy Section, an analysis was undertaken to determine the potential conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purposes of avoiding or mitigating an environmental effect. Required mitigation related to Hazards and Water Quality would ensure that the project is consistent with applicable plans

and policies for those resource areas. Therefore, with mitigation, the project is not in conflict with any adopted land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

**Land Use and Planning – Required Mitigation**

See HAZ-1.

**Land Use and Planning – Recommended Mitigation**

See BIO-1, BIO-2, BIO-3, CR-1, GEO-1, N-1 through N-3.

**Land Use and Planning – Residual Impacts**

Less than significant.

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

**a) Biological and Cultural Resources**

As discussed in Section 3 – Biological Resources, the project, with the implementation of any identified mitigation, would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in Section 4 – Cultural Resources, the project would not eliminate or impact important prehistoric or historic resources.

**b) Cumulative Impacts**

Sections 1 through 12 of this Initial Study consider potential cumulative impacts to environmental resources. As discussed in these sections, the project, with the implementation of any identified mitigation, would not result in any significant, cumulative impacts on the environment because the project contribution to cumulative impacts would not be considerable.

**c) Other Environmental Effects**

As discussed in Sections 1 through 12 of this Initial Study, no significant effects on humans (direct or indirect) would occur as a result of this project. All potentially significant impacts related to Hazards and Water Quality can be mitigated to a less than significant level. In addition, mitigation measures are recommended to further reduce adverse but less than significant impacts associated with biological resources, cultural resources, geology and soils, and noise (short-term).

## INITIAL STUDY CONCLUSION

On the basis of this initial evaluation it has been determined that with identified mitigation measures agreed-to by the applicant, potentially significant impacts would be avoided or reduced to less than significant levels. A Mitigated Negative Declaration will be prepared.

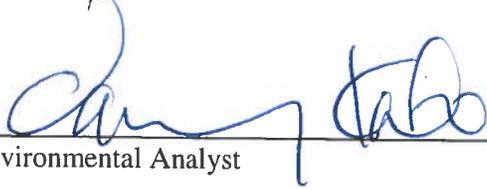
## MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

A draft Mitigation Monitoring and Reporting Program has been prepared for the project in compliance with Public Resources Code §21081.6. The draft MMRP is attached here as *Exhibit 8*.

  
Initial Study Preparer

1-31-13

Date

  
Environmental Analyst

1/31/13

Date

### EXHIBITS:

1. **Project Plans dated January 24, 2013**
2. **Standard Conditions of Approval Applicable to Project**
3. **Applicable General Plan and Local Coastal Plan Goals and Policies**
4. **Emissions Estimates and Calculations**
5. **HLC Minutes – August 3, 2011, November 30, 2011, October 10, 2012**
6. **TPH Concentration Map (Soil) – Figure 4 from the Soil Management Plan prepared by Rincon Consultants, Inc. dated July 13, 2012**
7. **Traffic and Parking Study for the Harbor View Inn Annex Project prepared by Associated Transportation Engineers and dated September 24, 2012**
8. **Mitigation Monitoring and Reporting Program**

### 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.

#### Project-Specific Sources

Base Flood Elevation Determination, prepared by City of Santa Barbara and dated January 30, 2012

Biological Assessment for City of Santa Barbara Mission Creek Bridge Replacements, prepared by Caltrans and dated December 2010

Entrada de Santa Barbara Certified Final Environmental Impact Report, July 2001

Letter from Santa Barbara County Fire Department, Fire Protection District (FPD) dated January 26, 2011 re: Phase II Environmental Site Assessment Work Plan

Letter from Santa Barbara County Fire Department, Fire Protection District (FPD) dated October 18, 2011 re: Phase II Environmental Site Assessment

Letter from Santa Barbara County Fire Department, Fire Protection District (FPD) dated August 28, 2012 2011 re: Santa Barbara City Site

Letter from Santa Barbara County Fire Department, Fire Protection District (FPD) dated October 3, 2012 re: Remedial Action Plan

Letter from Santa Barbara County Fire Department, Fire Protection District (FPD) dated October 24, 2011 re: Soil Management Plan

Memo from Pacific Materials Laboratory dated June 14, 2012 re: Preliminary Foundation Investigation for 29 State St., prepared by Pacific Materials Laboratory and dated October 20, 2003

Phase I Archaeological Resources Report, prepared by David Stone and dated June 2012

Phase II Environmental Site Assessment (Leaking Underground Fuel Tank Site #90024), prepared by Rincon Consultants, Inc. and dated July 20, 2011

Preliminary Drainage Analysis, prepared by Flowers & Associates, Inc. and dated March 23, 2012

Preliminary Foundation Investigation for 29 State Street, prepared by Pacific Materials Laboratory and dated October 20, 2003

Remedial Action Plan, prepared by Rincon Consultants, Inc. and dated September 25, 2012

Remedial Action Plan Addendum 1, prepared by Rincon Consultants, Inc. and dated October 9, 2012

Soil Management Plan for 101 State Street, prepared by Rincon Consultants, Inc. and dated July 13, 2012

### General Sources

California Building Code as adopted by City

California Environmental Quality Act (CEQA) & CEQA Guidelines

Climate Action Plan (September 2012)

Santa Barbara General Plan (December 2011)

- Land Use Element

- Housing Element

- Open Space, Parks and Recreation Element

- Economy and Fiscal Health Element

- Environmental Resources Element

- Circulation Element

- Safety and Public Services Element

General Plan Map

General Plan Update Final Environmental Impact Report (2010)

Geology Assessment for the City of Santa Barbara

Institute of Traffic Engineers Parking Generation Manual

Institute of Traffic Engineers Trip Generation Manual

Long Term Water Supply Plan (2011)

Local Coastal Plan (*Main or Airport*)

Master Environmental Assessment

Master Environmental Assessment Maps (2008)

Parking Design Standards

Regional Growth Impacts Study (1980)

Santa Barbara County APCD Scope and Content of Air Quality Sections in Environmental Documents (December 2011)

Santa Barbara Municipal Code & City Charter

Special District Map

Water Demand Factor and Conservation Study "User's Guide" Document No. 2

Water Demand Factor Update Report (2009)

Zoning Ordinance & Zoning Map













Second Floor Plan



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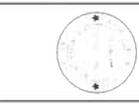
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TYP. GUEST ROOM



Third Floor Plan



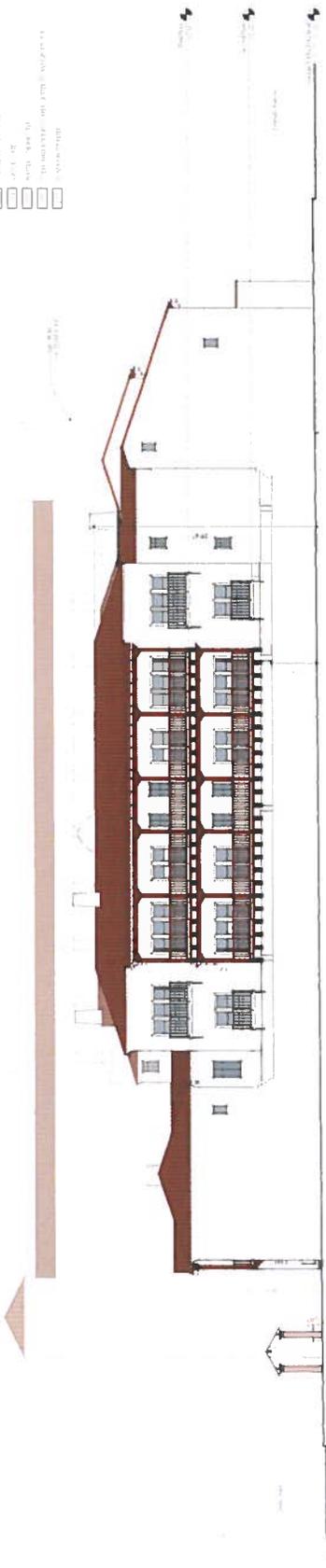
Harbor View Inn/Mason St. Annex  
15th Street, Portland, ME  
04108  
Tel: 603.883.1111  
Fax: 603.883.1112  
www.harborviewinn.com

Project: Harbor View Inn/Mason St. Annex  
Drawing: Roof Plan  
Scale: 1/8" = 1'-0"

NO.	DATE	DESCRIPTION
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**KEY NOTES**

- 1. REFER TO ARCHITECTURAL DRAWINGS FOR MATERIALS AND FINISHES.
- 2. REFER TO MECHANICAL DRAWINGS FOR HVAC SYSTEMS.
- 3. REFER TO ELECTRICAL DRAWINGS FOR WIRING AND PANELS.
- 4. REFER TO PLUMBING DRAWINGS FOR SANITARY AND WATER SYSTEMS.
- 5. REFER TO STRUCTURAL DRAWINGS FOR FOUNDATION AND FRAMING.
- 6. REFER TO GEOTECHNICAL DRAWINGS FOR SOIL CONDITIONS AND FOUNDATION DESIGN.
- 7. REFER TO LANDSCAPE ARCHITECTURE DRAWINGS FOR EXTERIOR FINISHES AND PLANTING.
- 8. REFER TO INTERIOR ARCHITECTURE DRAWINGS FOR FLOORING AND WALL FINISHES.
- 9. REFER TO MECHANICAL DRAWINGS FOR ROOFING SYSTEMS.
- 10. REFER TO ELECTRICAL DRAWINGS FOR LIGHTING FIXTURES AND SWITCHES.
- 11. REFER TO PLUMBING DRAWINGS FOR TOILETS, SINKS, AND SHOWER STALLS.
- 12. REFER TO STRUCTURAL DRAWINGS FOR ROOF TRUSS SYSTEMS.
- 13. REFER TO GEOTECHNICAL DRAWINGS FOR RETENTION WALLS AND FOUNDATION DESIGN.
- 14. REFER TO LANDSCAPE ARCHITECTURE DRAWINGS FOR EXTERIOR FURNITURE AND PLANTING.
- 15. REFER TO INTERIOR ARCHITECTURE DRAWINGS FOR CLOSET SYSTEMS AND STORAGE.
- 16. REFER TO MECHANICAL DRAWINGS FOR VENTILATION SYSTEMS.
- 17. REFER TO ELECTRICAL DRAWINGS FOR DATA CENTERS AND NETWORKING.
- 18. REFER TO PLUMBING DRAWINGS FOR COMMERCIAL KITCHENS AND RESTROOMS.
- 19. REFER TO STRUCTURAL DRAWINGS FOR ELEVATOR SYSTEMS.
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- 30. REFER TO MECHANICAL DRAWINGS FOR VENTILATION SYSTEMS.
- 31. REFER TO ELECTRICAL DRAWINGS FOR DATA CENTERS AND NETWORKING.
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- 50. REFER TO INTERIOR ARCHITECTURE DRAWINGS FOR CLOSET SYSTEMS AND STORAGE.



A North Elevation



C South Elevation Mason Street



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 100 Harbor View Drive  
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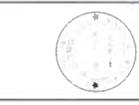


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NO.	DATE	DESCRIPTION
1	10/15/20	Initial Design
2	11/05/20	Revised Design
3	12/01/20	Final Design
4	01/15/21	Construction Documents
5	02/01/21	Construction Documents
6	03/01/21	Construction Documents
7	04/01/21	Construction Documents
8	05/01/21	Construction Documents
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100	01/01/29	Construction Documents

A-200





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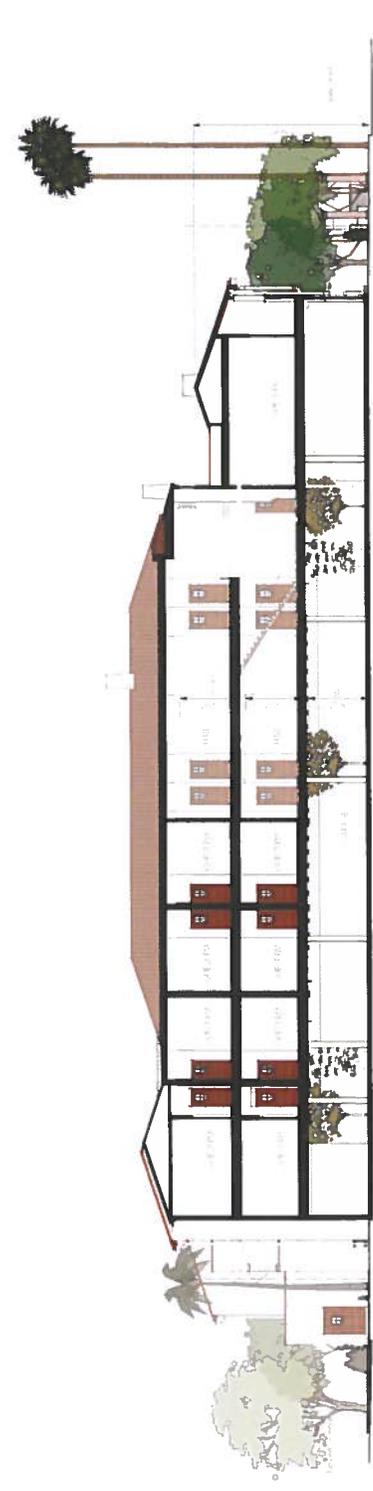
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08/15/11	002	REVISED PER COMMENTS
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A-300



A BUILDING SECTION



B BUILDING SECTION





## Standard Conditions of Approval Applicable to Project

### Air Quality-Related

1. **Air Quality and Dust Control.** The following measures shall be shown on grading and building plans and shall be adhered to throughout grading, hauling, and construction activities:
  - a. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
  - b. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
  - c. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
  - d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.
  - e. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
  - f. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.
  - g. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
  - h. Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at [www.arb.ca.gov/msprog/ordiesel/ordiesel.htm](http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm).
  - i. All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.
  - j. Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment

meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.

- k. Diesel powered equipment should be replaced by electric equipment whenever feasible.
  - l. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.
  - m. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
  - n. All construction equipment shall be maintained in tune per the manufacturer's specifications.
  - o. The engine size of construction equipment shall be the minimum practical size.
  - p. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
2. **Asbestos & Lead-Containing Materials.** Pursuant to APCD Rule 1001, the applicant is required to complete and submit an Asbestos Demolition / Renovation Notification form for each regulated structure to be demolished or renovated. The completed notification shall be provided to the Santa Barbara County APCD with a minimum of 10 working days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition. Any abatement or removal of asbestos and lead-containing materials must be performed in accordance with applicable federal, State, and local regulations. Permits shall be obtained from the Air Pollution Control District prior to commencement of demolition of the structures containing asbestos and/or lead. Disposal of material containing asbestos and/or lead shall be in sent to appropriate landfills that are certified to accept this material.

### **Biological Resource-Related**

- 1. **Tree Removal and Replacement.** All trees removed, except fruit trees and street trees approved for removal without replacement by the Parks Department, shall be replaced on-site on a one-for-one basis with minimum 15 gallon size tree(s) of an appropriate species or like species, in order to maintain the site's visual appearance and reduce impacts resulting from the loss of trees.
- 2. **Tree Protection Measures.** The landscape plan and grading plan shall include the following tree protection measures:
  - a. **Tree Protection.** All trees not indicated for removal on the approved landscape plan shall be preserved, protected, and maintained, in accordance with the Tree Protection Plan, if required, and/or any related Conditions of Approval.
  - b. **Landscaping Under Trees.** Landscaping under the tree(s) shall be compatible with the preservation of the tree(s), as determined by the ABR.
  - c. **During Construction.**
    - i. All trees within 25 feet of proposed construction activity shall be fenced three feet outside the dripline for protection.
    - ii. A qualified Arborist shall be present during any excavation beneath the dripline(s) of the tree(s) which are required to be protected. All excavation within the dripline(s) of the tree(s) shall be minimized and shall be done with hand tools.

- iii. Any roots encountered shall be cleanly cut and sealed with a tree-seal compound.
- iv. Any root pruning and trimming shall be done under the direction of a qualified Arborist.
- v. No heavy equipment, storage of materials or parking shall take place under the dripline of any tree(s), or within five (5) feet of the dripline of any oak tree.

### **Cultural Resource-Related**

1. **Unanticipated Archaeological Resources Contractor Notification.** Standard discovery measures shall be implemented per the City master Environmental Assessment throughout grading and construction: Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and the Owner shall retain an archaeologist from the most current City Qualified Archaeologists List. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

A final report on the results of the archaeological monitoring shall be submitted by the City-approved archaeologist to the Environmental Analyst within 180 days of completion of the monitoring and prior to any certificate of occupancy for the project.

### **Construction-Related**

1. **Haul Routes Require Separate Permit.** Apply for a Public Works Permit to establish the haul route(s) for all construction-related trucks with a gross vehicle weight rating of three tons or more, entering or exiting the site. The Haul Routes shall be approved by the Transportation Engineer.
2. **Construction-Related Truck Trips.** Construction-related truck trips for trucks with a gross vehicle weight rating of three tons or more shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) in order to help reduce truck traffic on adjacent streets and roadways.

3. **Construction Parking.** 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 Transportation Manager.
4. **Construction Storage/Staging.** Construction vehicle/ equipment/ materials storage and staging shall be done on-site. No parking or storage shall be permitted within the public right-of-way, unless specifically permitted by the Transportation Manager with a Public Works permit.

# Applicable General Plan and Local Coastal Plan Policies

## **General Plan Land Use Element (GPU 2011)**

### **GOALS**

- *Resource Allocation:* Achieve a balance in the amount, location and type of growth within the context of available resources including water, energy, food, housing, and transportation.
- *Character:* Maintain the small town character of Santa Barbara as a unique and desirable place to live, work, and visit.
- *Design:* Protect and enhance the community's character with appropriately sized and scaled buildings, a walkable town, useable and well-located open space, and abundant, sustainable landscaping.

### **Growth Management and Resource Allocation Policies**

- LG2. **Limit Non-Residential Growth.** Establish the net new non-residential square-foot limitations through the year 2030 at 1.35 million square feet, and assess the need for increases in non-residential square footage based on availability of resources, and on economic and community need through a comprehensive Adaptive Management Program.

The 1.35 million square feet of non-residential development potential shall be allocated to the three following categories:

<u>Category</u>	<u>Square Footage</u>
Small Additions	400,000
Vacant	350,000
Community Benefit	600,000

Non-residential square footage associated with Minor Additions, demolition and replacement of existing square-footage on-site, projects that are pending and approved as of time of ordinance adoption, government buildings, and sphere of influence annexations with existing development are not included in the 1.35 million square feet established above...

## **General Plan Open Space Element (GPU 2011)**

### **Open Space Element (1972)**

#### **GOAL**

The purpose of this open space element and the goal that it seeks to attain is elemental. It is to protect the character of Santa Barbara, as defined in the section of this report on principles and goals, by conserving and providing significant open and natural landforms through and around the community.

#### Implementation

##### Ocean

2. Establish and enforce a high water-quality standard.

## Creeks

1. Design and adopt standards for creek development by January 1, 1974. Work with those agencies involved with the creek areas to assure that all creek developments will comply with the adopted standards.

## General Plan Economy and Fiscal Health Element (GPU 2011)

### GOAL

- *Strong, Diverse Economy.* Ensure a strong economy with a diversity of business sizes and types that provide a stable long-term revenue base necessary to support essential services and community enhancements, as well as diverse job opportunities.
- *Tourism.* Continue to support tourism and related support services for visitors to Santa Barbara.
- *Minimize Impacts and Costs.* Internalize impacts to the environment of new development and redevelopment, and avoid costs to the community.

### Local Economic Policies

- EF2. Environmental Effects of Commercial Growth. Manage commercial growth to protect the City's environment and unique qualities.
- EF4. Existing Businesses. Give priority to retaining existing enterprises as the best source of business expansion and local job growth, and encourage government, businesses and residents to patronize local businesses and contractors, by working with local businesses to initiate a "Buy Local" program, with the City setting the example.
- EF7. Eco-Tourism. Support eco-tourism, such as bicycle tours, that takes advantage of existing hotels and resources such as the beach, ocean, and foothill trails.

## General Plan Historic Resources Element (GPU 2011)

### GOALS

- *Protect and Enhance Historical and Cultural Resources.* Protect and enhance the community's historic and cultural structures and sites, through the protection, preservation, and enhancement of historic and archeological resources; appropriately scaled, designed and sited adjoining development; well-located open space; and landscaping.
- *City, State and National Landmarks.* Assure protection and preservation of City, State and National Landmarks in the City.
- *Increase Awareness and Appreciation.* Increase public awareness and appreciation of Santa Barbara's prehistory and history, and historic, archeological and paleontological sites.

### Historic and Archaeological Resource Policies

- HR4. Development Adjacent Designated Historic Structures. Development on parcels adjacent parcels with designated historic structures shall be designed, sited and scaled to be compatible with their historic neighbor and public enjoyment of the historic site.
- HR5. Increase Historical Appreciation. Programs that provide education about and recognize the importance of preserving archaeological, prehistoric, historical, and cultural resources shall be continued, promoted and expanded.

## Conservation Element (1979, prior amendment 1994)

### CULTURAL AND HISTORIC 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.

#### Policies

- 1.0 Activities and development which could damage or destroy archaeological, historic, or architectural resources are to be avoided.

Implementation Strategy 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 similar study as part of an environmental impact report) shall be conducted in any case where archaeological resources could be threatened.”

- 2.0 The Designated Landmark distinction shall continue to be extended to those structures and sites which have recognized significance.

## General Plan Environmental Resources Element (GPU 2011)

#### GOALS

- *Sustainable Resource Use.* Protect and use natural resources wisely to sustain their quantity and quality, minimize hazards to people and property, and meet present and future service, health and environmental needs.
- *Reduce Greenhouse Gases.* Reduce where practicable greenhouse gas emissions contributions to climate change, and to air pollution and related health risks.
- *Reduce Fossil Fuel Use.* Reduce fossil fuel use through increased efficiency and conservation, and by developing renewable energy sources.
- *Climate Change Adaptation.* If applicable, incorporate adaptation to climate change in proposals for new development, redevelopment and public infrastructure.

#### Climate Change Policies

- ER4. **Incorporation of Adaptation in Development.** New public and private development or substantial redevelopment or reuse projects shall estimate the useful life of proposed structures, and, in conjunction with available information about established hazard potential attributable to climate change, incorporate adaptation measures in the design, siting and location of the structures.

## **Air Quality Policies**

ER10. **Development Mitigation.** Establish ordinance requirements to apply standard air-quality mitigation measures for new development and construction projects. These include measures to minimize construction dust and vehicle emissions; provide landscaping; conserve energy and reduce vehicle trips.

## **Biological Resources Policies**

ER11. **Native and Other Trees and Landscaping.** Protect and maintain native and other urban trees, and landscaped spaces, and promote the use of native or Mediterranean drought-tolerant species in landscaping to save energy and water, incorporate habitat, and provide shade.

## **Hydrology, Water Quality and Flooding Policies**

ER15. **Creek Resources and Water Quality.** Encourage development and infrastructure that is consistent with City policies and programs for comprehensive watershed planning, creeks restoration, water quality protection, open space enhancement, storm water management, and public creek and water awareness programs.

ER16 **Storm Water Management Policies.** The City's Storm Water Management Program's policies, standards and other requirements for low impact development to reduce storm water run-off, volumes, rates, and water pollutants are hereby incorporated into the General Plan Environmental Resources Element.

ER17. **Creek Setbacks, Protection, and Restoration.** Protection and restoration of creeks and their riparian corridors is a priority for improving biological values, water quality, open space and flood control in conjunction with adaptation planning for climate change.

## **Aesthetics and Visual Resources Policies**

ER24. **Visual Resources Protection.** New development or redevelopment shall preserve or enhance important public views and viewpoints for public enjoyment, where such protection would not preclude reasonable development of a property.

ER25. **Enhance Visual Quality.** Not only retain, but improve visual quality of the city wherever practicable.

## **Conservation Element (1979, prior amendment 1994)**

### **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.

### **Policies**

- 1.0 Development adjacent to creeks shall not degrade the creeks or their riparian environments.
- 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.
- 4.0 Trees enhance the general appearance of the City's landscape and should be preserved and protected.
- 5.0 Significant open space areas should be protected to preserve the City's visual resources from degradation.

## **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.

### **Policies**

- 1.0 A set of land use suitability guidelines shall be developed for use in land planning and the environmental review process.
- 5.0 The habitats of rare and endangered species shall be preserved.

## **DRAINAGE AND FLOOD CONTROL**

### **GOAL**

- Ensure that human habitation of the City's floodplains does not adversely affect public health, safety, and welfare.

## **WATER RESOURCES**

### **GOAL**

- To maintain existing and protect future potential water resources of the City of Santa Barbara.

### **Policies**

- 1.0 Provide for a continued supply of water to the City which meets all Regional, State, and Federal health standards.

## **General Plan Noise Element (1979, prior amendment 1983)**

### **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.

### **Policies**

- 1.0 Land use noise compatibility standards should be established for general planning and zoning purposes.
- 4.0 Existing and potential incompatible noise levels in problem areas should be reduced through operational or source controls where the City has responsibility for such controls.

## **General Plan Circulation Element (GPU 2011)**

### **Circulation Policies**

- C1. **Transportation Infrastructure Enhancement and Preservation.** Assess the current and potential demand for alternative transportation and where warranted increase the availability and attractiveness of alternative transportation by improving related infrastructure and facilities without reducing vehicle access.

### **Development Policies**

- C8. **Emergency Routes.** It shall be a high priority to keep all emergency evacuation, response and truck routes free of physical restrictions that may reduce evacuation/response times.
- C9. **Accessibility.** Make universal accessibility for persons with disabilities, seniors, and other special needs populations a priority in the construction of all new development for both public and private projects.

## **Circulation Element (1997, original 1964)**

### **Economic Vitality**

#### **Policies**

- 1.1 The City shall establish, maintain, and expand a mobility system that supports the economic vitality of local businesses.

### **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 (see Glossary).

- 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.

## **Land Use**

### **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:

- Reducing/eliminating parking requirements (residential and nonresidential) where it can be demonstrated as appropriate;

## **Safety and Public Services (GPU 2011)**

### **GOALS**

- *Present and Future Service Needs.* Ensure that public infrastructure and services are planned, sited, upgraded and maintained to meet present and future service needs efficiently, economically and in a manner consistent with a sustainable community and climate change.
- *Safety and Preparedness.* Emphasize safety and emergency preparedness as an integral part of land use planning.

### **Hazards Avoidance Policies**

PS9. Hazardous Materials Exposure. Seek to provide facilities and guidance so that new development and redevelopment projects avoid exposure to hazardous materials and provide for their safe disposal.

### **Local Coastal Plan Policies**

### **RECREATION POLICIES**

**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.

### **VISITOR SERVING USES POLICIES**

**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.

## **WATER AND MARINE ENVIRONMENTS POLICIES**

### **General Biotic Resources**

**Policy 6.1** The city, through ordinance, resolutions, and development controls, shall protect, preserve, and, where feasible, restore the biotic communities designated in the City's Conservation Element of the General Plan and any future annexations to the City, consistent with PRC Section 30240.

**Policy 6.2** The City will support and encourage the enforcement of all laws enacted for the purposes of preserving and protecting marine resources, maintaining optimum populations of marine organisms and maintaining the quality of the marine environment for the protection of human health.

### **Creek Environments**

Existing policies relating to creeks have been cited in this section and the section relating to "Hazards". The following recommendations serve to augment those already in effect.

**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.

## **OCEAN DEPENDENT ACTIVITIES POLICIES**

In order to address the issues identified in Section II of this chapter, to provide solutions to existing plans and policies, and to conform with Coastal Act Policies 30220, 30224, 30234 and 30255, the following policies are proposed.

## **VISUAL QUALITY POLICIES**

**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:

- (1) Acquisition of land for parks and open space;
- (2) Requiring view easements or corridors in new development;
- (3) Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development;
- (4) 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, excluding the area mentioned in Policy 9.4, shall have areawide architecture design standards developed by the Architectural Board of Review 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.

## **CULTURAL RESOURCES POLICIES**

In that existing City policy generally meets the purpose of the relevant Coastal Act Policy, the following actions are recommended in order to fully address this issue on conformance with the intent of the Act:

### Actions

- Amend the policies of the Conservation Element to the General Plan where necessary to include the protection of important paleontological resources, or provide adequate mitigation measures for any adverse impacts upon these resources.
- Develop the necessary amendments to the City's Zoning ordinance to provide for the protection and preservation of significant archaeological and paleontological resources.

## **Parking**

**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 11.11** The City shall encourage ride-sharing and car-pooling as a means of minimizing traffic demands in the waterfront.

## **Public Transit**

**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 11.15** Pedestrian movement and safety should be encouraged and provided for throughout the area.

## **LAND USE POLICIES**

**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.

### Action

- The City shall develop objective criteria as part of the Phase III Implementation Plan in order to assist decision-makers in assessing the impacts of new development.

Summary Report for Summer Emissions (Pounds/Day)

File Name:

Project Name: 101 State

Project Location: California State-wide

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

EXHIBIT 4

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
013 TOTALS (lbs/day unmitigated)	2.58	20.61	11.97	0.00	2.20	0.99	3.19	0.46	0.91	1.37	2,349.58
2014 TOTALS (lbs/day unmitigated)	0.92	6.83	5.36	0.00	0.01	0.38	0.38	0.00	0.35	0.35	1,032.13

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	0.24	0.29	1.78	0.00	0.01	0.01	329.21

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	1.56	1.93	17.24	0.02	3.57	0.69	2,074.28

11/6/2012 3:05:29 PM

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	1.80	2.22	19.02	0.02	3.58	0.70	2,403.49

Summary Report for Annual Emissions (Tons/Year)

File Name: C:\Documents and Settings\adebusk\Application Data\Urbemis\Version9a\Projects\101 State.urb924

Project Name: 101 State

Project Location: California State-wide

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5</u>	<u>PM2.5</u>	<u>CO2</u>
2013 TOTALS (tons/year unmitigated)	0.08	0.59	0.42	0.00	0.01	0.03	0.04	0.00	0.03	0.03	78.32
2014 TOTALS (tons/year unmitigated)	0.05	0.40	0.32	0.00	0.00	0.02	0.02	0.00	0.02	0.02	60.90

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.03	0.05	0.18	0.00	0.00	0.00	59.82

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.29	0.41	3.24	0.00	0.65	0.13	361.81

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.32	0.46	3.42	0.00	0.65	0.13	421.63

## GREENHOUSE GAS EMISSIONS CALCULATIONS

### DIRECT GREENHOUSE GAS EMISSIONS

#### Area Source and Traffic-Related CO<sub>2</sub> Emissions <sup>1</sup>

Area Source + Operational Emissions = 59.82 + 361.81 = 421.63 tons CO<sub>2</sub>/year = 382.5 metric tons CO<sub>2</sub>/year

### INDIRECT GREENHOUSE GAS EMISSIONS

#### Electricity Usage CO<sub>2</sub> Emissions <sup>2</sup>

Project sf x commercial electricity usage rate x emission factor (Southern California Edison)  
20,439 sf x 13.63 kWh/sf x 0.6309 lb CO<sub>2</sub>/kWh = 175,758.37 lb CO<sub>2</sub>/year = 87.88 tons CO<sub>2</sub>/year = 79.72 metric tons CO<sub>2</sub>/year

### TOTAL GREENHOUSE GAS EMISSIONS

Direct + Indirect CO<sub>2</sub> Emissions = 382.5 + 79.72 = 462.22 metric tons CO<sub>2</sub>/year

1 From URBEMIS 2007 Version 9.2.4 Worksheet

2 From APCD Scope and Content Document, Section 5.4.1 (December 2011)

**CONCEPT REVIEW - NEW****8. 101 STATE ST**

HRC-2/SD-3 Zone

(3:48) Assessor's Parcel Number: 033-075-006  
Application Number: MST2011-00171  
Owner: Romasanta Family Living Trust  
Architect: Cearnal Andrulaitis

(Proposal to demolish an existing 714 square foot laundry building and 40 space parking lot and construct a new 27,011 square foot, three-story hotel with 34 guest rooms and a 34 space, at-grade parking garage. Planning Commission review is requested for zoning modifications, development plan approval, and a Coastal Development Permit.)

**(Comments only; no action.)**

Present: Brian Cearnal, Architect  
Mark Romasanta, Owner

Public comment opened at 3:57 p.m. and, as no one wished to speak, it was closed.

**The Commission made the following comments:**

1. The Commission supports the need in the community for a hotel and the location of the project at this site.
2. The size, bulk, scale, and general style are acceptable.
3. Compatibility with the neighborhood and the Californian Hotel will be of great importance.
4. At least one Commissioner was concerned that the proposed three-story mass may block the view of the mountains.
5. The mix of wood balconies with iron balconies are of concern.

(Suding absent until 3:58 p.m. Shalanberger stepped down. Drury absent.)

**REVIEW AFTER FINAL****9. 12 E MONTECITO ST**

HRC-2/SD-3 Zone

(4:04) Assessor's Parcel Number: 033-051-016  
Application Number: MST95-00044  
Applicant: Rodney James Schull Memorial Foundation  
Architect: AB Design Studio  
Landscape Architect: Suding Design Studio

(Proposal to construct an 11,091 square foot two-story youth hostel with 100 beds and 60 parking spaces on a vacant parcel.)

**(Review After Final of door and window changes, added balconies, new trellis, decorative planters, light fixtures, and plaster details on façade. A Substantial Conformance Determination was made by the Community Development Director on May 5, 2011. Project was last reviewed on July 6, 2011.)**

Present: Clay Aurell and Ken Allison, Architects  
Philip Suding, Landscape Architect  
Peter Lawson, City Associate Planner

**CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING****4. 1216 STATE ST**

C-2 Zone

(3:09) Assessor's Parcel Number: 039-183-019  
Application Number: MST2011-00435  
Owner: Santa Barbara Center of Performing Arts  
Architect: Cearnal Andrulaitis

(Proposal to regrade and repave an existing parking lot north of the Granada theatre and construct two residential garages of 485 square feet and 595 square feet, a new trash enclosure, and 15 foot tall walls to enclose bus/truck parking serving the theatre. The new garages will serve the residential units located in the Granada Tower. Planning Commission review is requested.)

**(Comments only; one time only review of the project concept.)**

Present: Brian Cearnal, Architect

Public comment opened at 3:15 p.m. and, as no one wished to speak, it was closed.

**The Commission made the following comments:**

1. The tight geometry of the site is of concern.
2. Continue processing this project through departmental review, specially the Fire Department.
3. Provide landscaping at the north-south paseo as it runs from the existing alley out to State Street.
4. Study a different architectural solution with respect to the garages. Although the proposed design is in conformity with El Pueblo Viejo Guidelines, it is not within the context.
5. Consider opportunities for the elimination of potential graffiti on walls.
6. Study an integration between the two paving materials at the existing concrete alley and the proposed asphalt bus parking/garage area.

Commissioners Shallanberger and Sharpe absent.

**CONCEPT REVIEW - CONTINUED****5. 101 STATE ST**

HRC-2/SD-3 Zone

(3:28) Assessor's Parcel Number: 033-075-006  
Application Number: MST2011-00171  
Owner: Romasanta Family Living Trust  
Architect: Cearnal Andrulaitis

(Proposal to demolish an existing 714 square foot laundry building and 40 space parking lot and construct a new 27,011 square foot, three-story hotel with 34 guest rooms and a 34 space, at-grade parking garage. Planning Commission review is requested for Zoning Modifications, development plan approval, and a Coastal Development Permit.)

**(Comments only; no action. Project was last reviewed on August 3, 2011.)**

Present: Brian Cearnal, Architect  
Mark Romasanta, Owner

Public comment opened at 3:35 p.m.

Kellam de Forest, local resident, commented on compatibility of design with neighborhood.

Public comment closed at 3:37 p.m.

**The Commission made the following comments.**

1. The early review of this project is appreciated.
2. The architecture is acceptable and consistent with El Pueblo Viejo Guidelines.
3. The one-way traffic solution is the preference of the majority of the Commission.
4. Show a simulation of the view up State Street.
5. The long wall at the back of the sidewalk on State Street may benefit from a decorative tile element, a water feature or an art element to enhance the pedestrian experience.
6. The plaza at the corner of Mason and State Streets needs to be more pleasant and purposeful, and more engaged with the public sidewalk.
7. Study the use of anti-tagging material.

Shallanberger absent.

**\*\* THE COMMISSION RECESSED FROM 3:50 P.M. TO 4:05 P.M. \*\***

**FINAL REVIEW**

6. **1700 E CABRILLO BLVD** P-R/SD-3 Zone  
 (4:05) Assessor's Parcel Number: 017-382-001  
 Application Number: MST2011-00315  
 Owner: City of Santa Barbara  
 Applicant: Jill Zachary and Jan Hubbell  
 Agent: Kathy Frye, Natural Areas Planner

(This parcel is on the **City's List of Potential Historic Resources**: "Andree Clark Bird Refuge; Site of Chumash Village and Salt Pond, 42 acres." Included on the State Historic Resources Inventory. Proposal to remove and restore 0.86 acres of marsh vegetation within the lake, around three public viewing platforms, and along various locations along the perimeter of the lake; maintenance of a concrete culvert and a grouted sandstone culvert along Old Coast Highway including removal of 453 cubic yards of silt and vegetation from those man-made structures; and restoration of bird refuge native habitats.)

**(Final Approval of the Project is requested. Requires compliance with Planning Commission Resolution No. 023-11. This was last reviewed on August 17, 2011.)**

Present: Kathy Frye, City Natural Areas Planner

Public comment opened at 4:14 p.m. and, as no one wished to speak, it was closed.

**Motion: Preliminary Design and Final Approvals as submitted.**

**Action: La Voie/Boucher, 6/0/1. (Orías abstained. Shallanberger absent.) Motion carried.**

**CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING****8. 101 STATE ST**

HRC-2/SD-3 Zone

(3:30) Assessor's Parcel Number: 033-075-006  
 Application Number: MST2011-00171  
 Owner: Romasanta Family Living Trust  
 Architect: Cearnal Andrulaitis

(Proposal to demolish an existing 714 square foot laundry building and 40 space parking lot and construct a new 20,439 square foot, three-story hotel with 34 guest rooms and a 33 space, at-grade parking garage totaling 10,331 square feet. Planning Commission review is requested for three front setback modifications, a parking modification, Development Plan approval, a Transfer of Existing Development rights and a Coastal Development Permit.)

**(Requires Compatibility Criteria Analysis, Environmental Assessment, and Planning Commission review. This project had two reviews on a very conceptual level, the last of which was on November 30, 2011.)**

Actual time: 3:50 p.m.

Present: Joe Andrulaitis, Architect  
 María Martínez, Project Manager  
 Mark Romasanta, Owner

Public comment opened at 3:57 p.m. and, with no one wishing to speak, it was closed.

**Motion: Continued indefinitely to the Planning Commission with positive comments:**

1. The Compatibility Analysis Criteria has been met.
2. Study placing a wall at the rear of the bus shelter.

Action: Boucher/Murray, 5/0/0. Motion carried. (Shallanberger stepped down. La Voie/Sharpe/Winick absent.)

**PROJECT DESIGN REVIEW****9. 101 W MONTECITO ST**

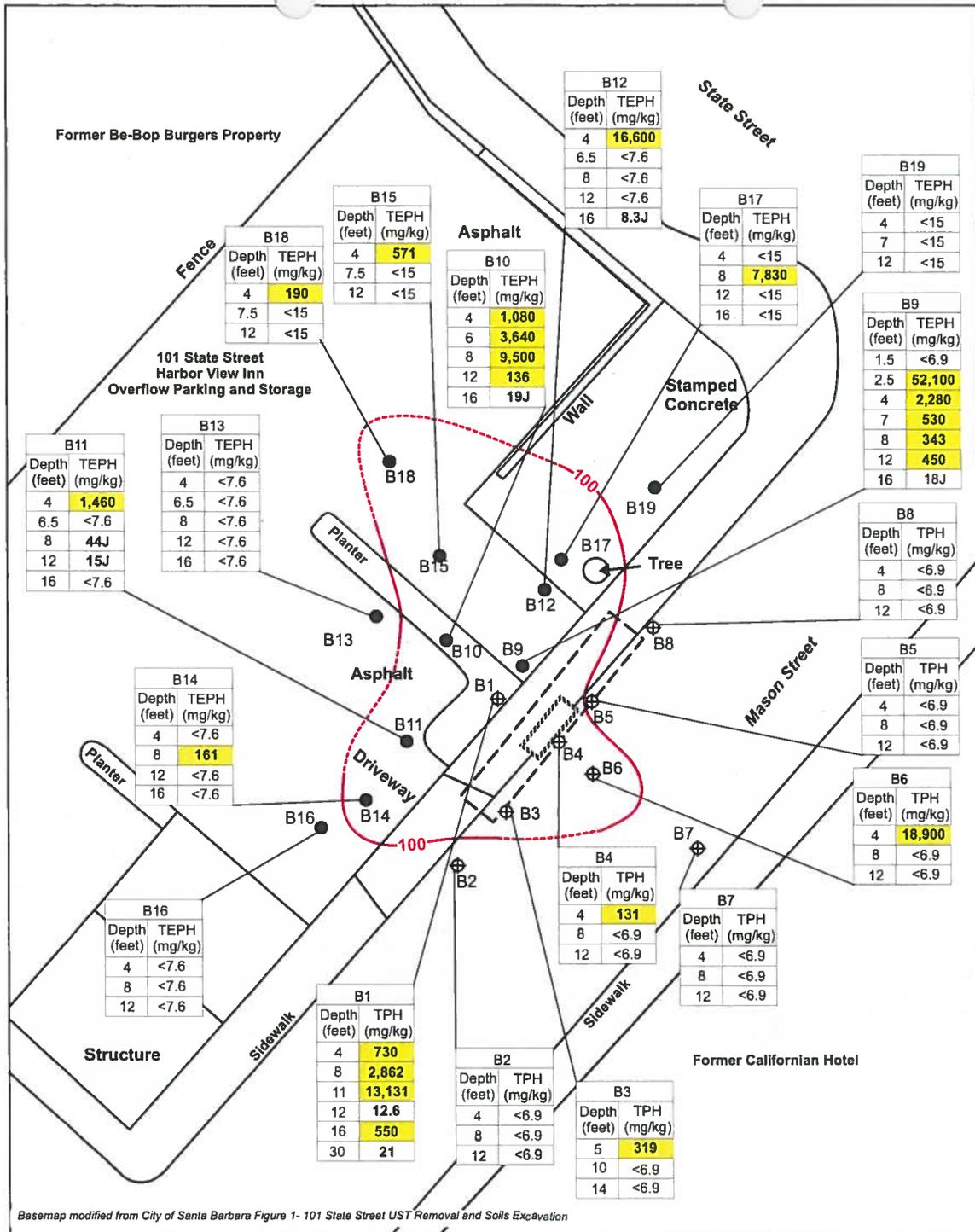
P-R/SD-3 Zone

(3:50) Assessor's Parcel Number: 033-010-008  
 Application Number: MST2012-00023  
 Owner: City of Santa Barbara  
 Applicant: John Ilasin, Project Engineer II  
 Engineer: Matt Griffin, Engineer

(Proposal for a new subsurface culvert to extend from the north side of the Southern Pacific railroad tracks to the north side of W. Montecito Street. The project consists of the removal of five existing trees ranging in size from new sapling to 16" in diameter, new landscaping, new parapet wall, and a chain link fence within the CalTrans right-of-way along the north side of W. Montecito Street. The parapet wall will range in height from 18" as viewed from the street to 6'-0" as viewed from under the freeway.)

**(Project Design & Final Approval of the project is requested. Project was last reviewed on July 3, 2012. Requires compliance with Planning Commission Resolution No. 036-08.)**

Actual time: 4:07 p.m.



Basemap modified from City of Santa Barbara Figure 1- 101 State Street UST Removal and Soils Excavation

	Approximate Excavation Extent	 North	 Scale in Feet
	Approximate Location of Former Underground Storage Tank (UST)		
B7 ⊕	Geoprobe Boring- March 11 and 15, 2010		
B9 ●	Geoprobe Boring- April 7, 8, and 27, 2011		
TPH	Total Petroleum Hydrocarbons	TPH concentrations exceeding the Santa Barbara County Fire Department, Fire Prevention Division Investigation Level for TPH of 100 mg/kg are <b>highlighted</b>	
TEPH	Total Extractable Petroleum Hydrocarbons		
mg/kg	milligrams per kilogram		
<15	Not detected above the method detection limit		
J	Flag indicating the detection is below the practical quantitation limit		
	TPH isoconcentration line, dashed where inferred		

**TPH Concentration Map**  
Soil

Sidewalk Adjacent to  
101 State Street  
Santa Barbara, California

Figure 4





# ASSOCIATED TRANSPORTATION ENGINEERS

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PLANNING DIVISION

September 24, 2012

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Brian Cearnal  
Cearnal Andrulaitis  
521 ½ State Street  
Santa Barbara, CA 93101

## ***TRAFFIC AND PARKING STUDY FOR THE HARBOR VIEW INN ANNEX PROJECT- CITY OF SANTA BARBARA***

Associated Transportation Engineers (ATE) has prepared the following traffic and parking study for the Harbor View Inn Annex Project. The study reviews the project's trip generation and trip distribution parameters and identifies potential project-specific and cumulative traffic impacts based on City of Santa Barbara criteria. The analysis was prepared for the weekday A.M. and P.M. peak hour periods as well as the weekend mid-day peak period. A review of the project's parking demands and an evaluation of the project's parking supply is also provided.

### **PROJECT DESCRIPTION**

The project is located on the northwest corner of the State Street/Mason Street intersection in the City of Santa Barbara's waterfront area. Figure 1 (attached) illustrates the location of the project and the existing street network. The project site is currently occupied by a small laundry building and a parking lot. The project is proposing to demolish the existing building and construct a new building for the Harbor View Inn with 34 hotel rooms. A total of 33 parking spaces would be provided on site. Figure 2 presents the project site plan.

**WEEKDAY TRAFFIC ANALYSIS**

**Weekday Project Trip Generation**

Weekday trip generation estimates were developed for the project based on rates presented in the Institute of Transportation Engineers (ITE) Trip Generation report<sup>1</sup> for Hotels (Land-Use #310). Table 1 presents the weekday trip generation estimates developed for the project.

**Table 1  
Project Trip Generation Forecasts - Weekdays**

Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
Hotel	34 Rooms	8.17	278	0.56	19 (12/7)	0.59	20 (11/9)

The data in Table 1 show that the project is forecast to generate 278 average daily trips with 19 A.M. peak hour trips and 20 P.M. peak hour trips on weekdays.

**Weekday Project Trip Distribution**

Trip distribution percentages were developed for project based on hotel guest residence data provided by the hotel operator, as well as traffic patterns observed in the study area and data contained in traffic studies completed for other attractions in the waterfront area of Santa Barbara. The data provided by the hotel operator indicates that the majority of guests arrive from the Southern California region. The distribution pattern therefore assumes a higher percentage of traffic arriving and departing the site via U.S. 101 to and from the south. The hotel also directs its guests arriving from the south to access the hotel via the Cabrillo Boulevard off-ramp and travel through the waterfront area. The distribution pattern therefore assumes that a portion of the traffic arriving/departing to and from the south would use the Cabrillo Boulevard (inbound traffic) and Milpas Street (outbound traffic) interchanges. The trip distribution percentages developed for the project are shown in Table 2 and on Figure 3.

---

<sup>1</sup> Trip Generation, Institute of Transportation Engineers 8<sup>th</sup> Edition, 2008.

**Table 2  
Project Trip Distribution**

Origin/Destination	Direction	Employee %
U.S. 101	Northbound (via Castillo)	20%
	Southbound (via Garden)	15%
	Southbound (via Cabrillo/Milpas)	25%
Waterfront/Downtown/Local Traffic	N/A	40%
<b>Total</b>		<b>100%</b>

**Traffic Study Requirements**

The City of Santa Barbara’s practice of assessing cumulative traffic impacts involves tracking 5 vehicle trips or more through intersections within the project study area. This practice provides a statistical certainty for determining project-generated traffic additions at critical intersections on a day-to-day basis.

**Project-Added Traffic Volumes - Weekdays**

Table 3 presents the existing weekday A.M. and P.M. peak hour levels of service (LOS) for the critical intersections located within the project study-area and the project’s traffic additions. It is noted that the Existing LOS were taken from the Plan Santa Barbara analysis.

**Table 3  
Project-Added Traffic Volumes - Weekdays**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Trips Added	LOS	Trips Added
U.S. 101 NB Ramp-Haley Street/Castillo Street	0.552/LOS A	<5	0.784/LOS C	<5
U.S. 101 SB Ramp/Castillo Street	N/A	<5	N/A	<5
Castillo Street/Montecito Street	0.691/LOS B	<5	0.763/LOS C	<5
U.S. 101 NB Ramp/Garden Street	0.575/LOS A	<5	0.748/LOS C	<5
U.S. 101 SB Ramp/Garden Street	0.64/LOS B	<5	0.929/LOS E	<5
Yanonali Street/Garden Street	0.431/LOS A	<5	0.491/LOS A	<5
State Street/Cabrillo Boulevard	<b>0.303/LOS A</b>	<b>9</b>	<b>0.420/LOS A</b>	<b>10</b>

**Bolded** volumes indicate 5 or more trips added.

As shown in Table 3, the project is forecast to add less than 5 peak hour trips to the U.S. 101 interchange intersections with the study-area. The project would add more than 5 peak hour trips to the State Street/Cabrillo Boulevard intersection.

The intersection currently operates at LOS A during the A.M. and P.M. peak hour periods. The addition of project trips would not result in unacceptable operations (greater than 0.77/LOS C). The project would therefore not generate significant impacts to the State Street/Cabrillo Boulevard intersection on weekdays.

**CUMULATIVE WEEKDAY TRAFFIC ANALYSIS**

**Traffic Forecasts**

Cumulative traffic volumes were developed based on a list of approved and pending projects provided by City staff. Trip generation estimates for the cumulative projects were developed based on ITE rates. A copy of the Cumulative project list and resulting trip generation is attached for reference. An ambient growth factor of 0.25% per year was also applied to the existing volumes to account for regional growth outside of the project study-area.

**Potential Intersection Impacts - Weekdays**

Levels of service were calculated for the State Street/Cabrillo Boulevard intersection for the weekday period (LOS calculation sheets attached for reference). Table 4 presents the Cumulative and Cumulative+Project levels of service.

**Table 4  
Cumulative and Cumulative + Project Intersection Operations - Weekdays**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	CU	CU+PR	CU	CU+PR
State Street/Cabrillo Boulevard	0.307/LOS A	0.309/LOS A	0.424/LOS A	0.427/LOS A

The data presented in Table 4 show that the State Street/Cabrillo Boulevard intersection is forecast to operate at LOS A during the weekday period with Cumulative + Project volumes. These operations are considered acceptable based on City operating standards. The project would therefore not generate a significant cumulative impact to the State Street/Cabrillo Boulevard intersection.

## WEEKEND TRAFFIC ANALYSIS

### Weekend Project Trip Generation

Weekend trip generation estimates were developed for the project based on rates presented in the ITE Trip Generation report for Hotels (Land-Use #310). Table 5 presents the weekend trip generation estimates developed for the project.

**Table 5**  
**Project Trip Generation Forecasts - Weekends**

Land Use	Size	ADT		Mid-Day Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)
Hotel	34 Rooms	8.19	278	0.72	24 (13/11)

The data in Table 5 show that the project is forecast to generate 278 average daily trips and 24 mid-day peak hour trips on weekends.

### Project-Added Traffic Volumes - Weekends

Table 6 presents the existing weekend mid-day levels of service (LOS) for the critical intersections located within the project study-area and the project's traffic additions. The weekend LOS were taken from the traffic study prepared for the Santa Barbara Children's Museum Project<sup>2</sup>. The weekend analysis assumes the same distribution pattern as the weekday scenario.

---

<sup>2</sup> Traffic and Parking Analysis for The Santa Barbara Children's Museum Project, Associated Transportation Engineers, April 18, 2011.

**Table 6  
Project-Added Traffic Volumes - Weekend**

Intersection	Mid-Day Peak Hour	
	LOS	Trips Added
U.S. 101 NB Ramp-Haley Street/Castillo Street	0.49/LOS A	< 5
U.S. 101 SB Ramp/Castillo Street	<b>0.48/LOS A</b>	<b>5</b>
Castillo Street/Montecito Street	<b>0.60/LOS A</b>	<b>5</b>
U.S. 101 NB Ramp/Garden Street	0.44/LOS A	< 5
U.S. 101 SB Ramp/Garden Street	0.40/LOS A	< 5
Yanonali Street/Garden Street	N/A	< 5
State Street/Cabrillo Boulevard	<b>0.50/LOS A</b>	<b>14</b>

**Bolded** volumes indicate 5 or more trips added.

As shown in Table 6, the project is forecast to add 5 or more weekend peak hour trips to the U.S. 101 SB Ramps/Castillo Street, Montecito Street/Castillo Street, and State Street/Cabrillo Boulevard intersection. These intersections currently operate at LOS A during the weekend peak hour periods. The addition of project trips would not result in unacceptable operations (0.77/LOS C or worse) at any of these locations. The project would therefore not generate significant impacts to the study-area intersections on weekends.

## WEEKEND CUMULATIVE TRAFFIC ANALYSIS

### Traffic Forecasts

Cumulative traffic volumes were developed based on a list of approved and pending projects provided by City staff. Weekend trip generation estimates for the cumulative projects were developed based on ITE rates. A copy of the weekend cumulative project trip generation is attached for reference. An ambient growth factor of 0.25% per year was also applied to the existing weekend volumes to account for regional growth outside of the project study-area.

### Potential Intersection Impacts - Weekends

Cumulative and Cumulative+Project levels of service were calculated for the U.S. 101 SB Ramps/Castillo Street, Montecito Street/Castillo Street, and State Street/Cabrillo Boulevard intersections for the weekend period (LOS calculation worksheets attached for reference). Table 7 presents the weekend Cumulative and Cumulative+Project levels of service.

**Table 7  
Cumulative and Cumulative + Project Intersection Operations**

Intersection	Weekend Mid-Day	
	CU	CU+PR
U.S. 101 SB Ramps/Castillo Street	0.502/LOS A	0.503/LOS A
Montecito Street/Castillo Street	0.629/LOS B	0.632/LOS B
State Street/Cabrillo Boulevard	0.521/LOS A	0.525/LOS A

The data presented in Table 7 show that the study-area intersections are forecast to operate at LOS B or better during the weekend period with Cumulative+Project volumes. These operations are considered acceptable based on City operating standards. The project would therefore not generate a significant cumulative impact to the study-area intersections.

**PARKING DEMAND ANALYSIS**

Parking demand estimates were developed for the project based on the rates presented in the Institute of Transportation Engineers (ITE) Parking Generation report.<sup>3</sup> The rates presented in the ITE manual for Hotel (Land Use Code #310, Urban Location) were used to calculate the project's parking demands. Table 8 presents the parking demand estimates for the project based on the average ITE weekday and Saturday rates for Hotels located within urban areas.

**Table 8  
Weekday and Saturday Parking Demands – ITE Rates**

Land Use	Size	Period	Rate	Demand	Supply	Surplus
Hotel	34 units	Weekday	0.64 spaces/unit	22 spaces	32 spaces	+ 10 spaces
Hotel	34 units	Saturday	0.90 spaces/unit	31 spaces	32 spaces	+ 1 space

The data presented in Table 8 show that the project's peak parking demands would range between 22 and 31 spaces based on the rates presented in the ITE Parking Generation report. The 32 parking spaces proposed for the site would accommodate the peak parking demands forecast for the project.

<sup>3</sup> Parking Generation, Institute of Transportation Engineers, 4<sup>th</sup> Edition, 2010.

This concludes our traffic and parking study for the Harbor View Inn Annex Project.

Associated Transportation Engineers

Handwritten signature of Scott A. Schell, consisting of a stylized 'S' followed by 'A' and 'SQ'.

Scott A. Schell, AICP, PTP  
Principal Transportation Planner

SAS/MMF

attachments



NOT TO SCALE

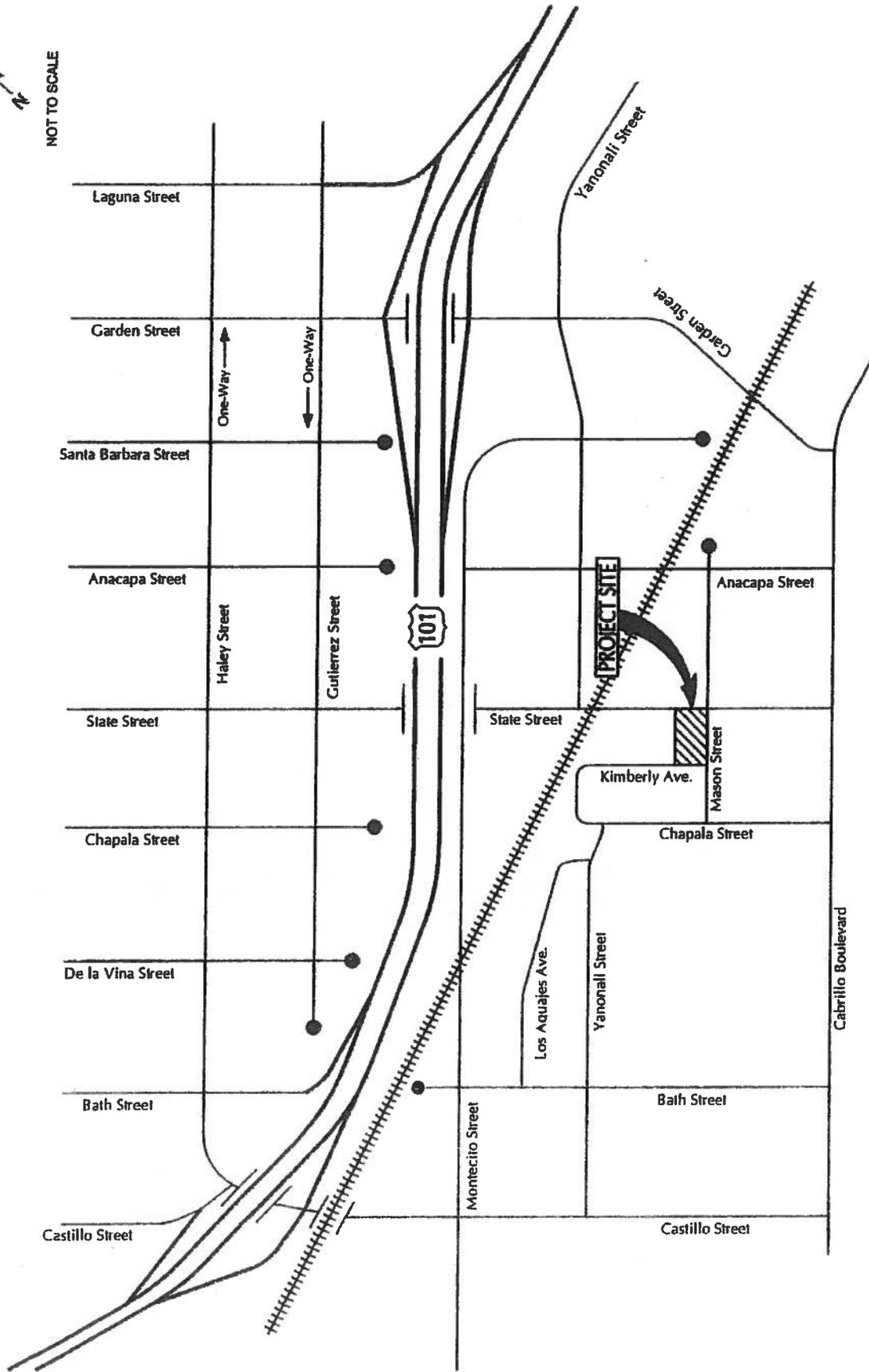


FIGURE 1

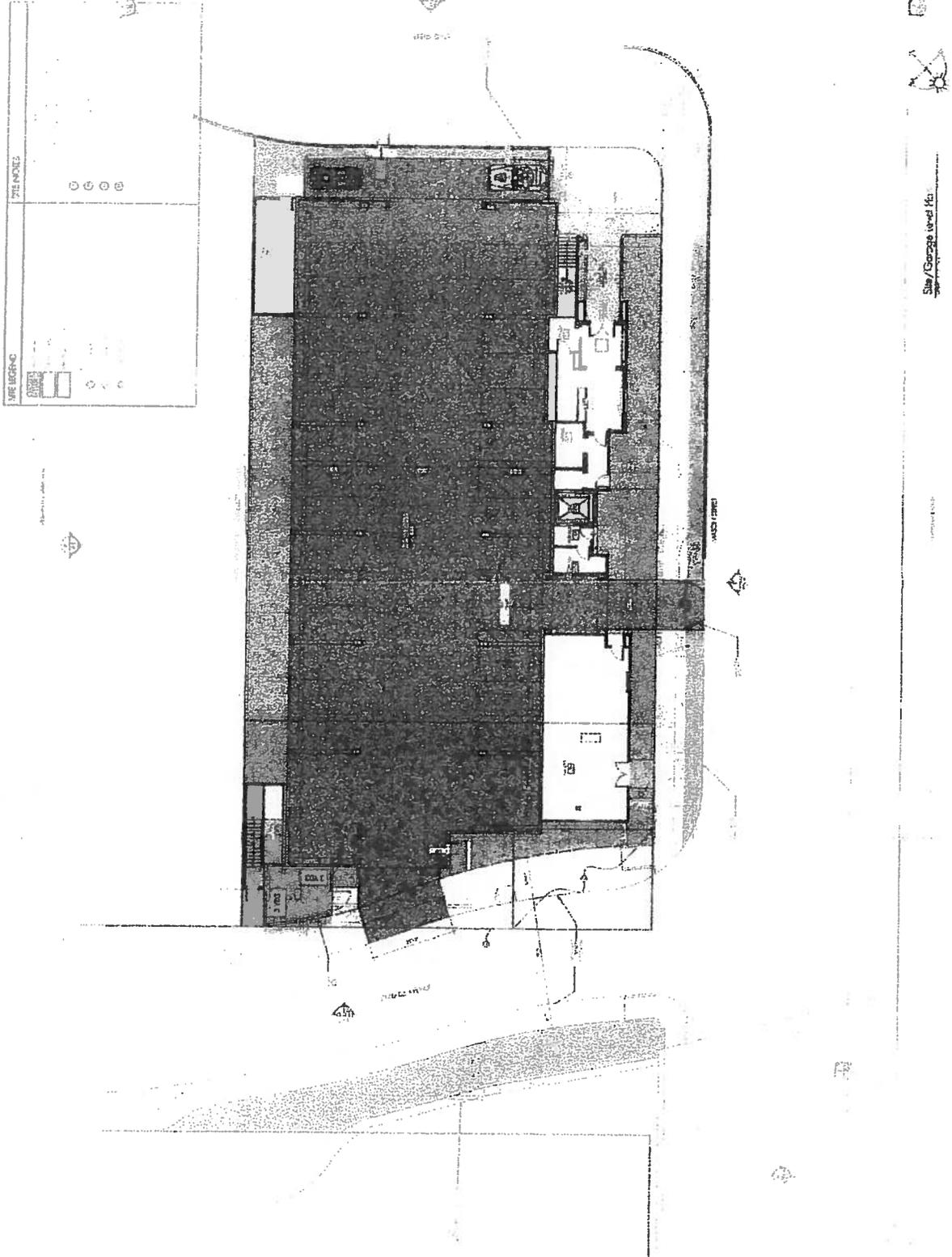
MNF - 612023

EXISTING STREET NETWORK AND PROJECT LOCATION

ASSOCIATED  
TRANSPORTATION  
ENGINEERS



		PROJECT TITLE: [REDACTED] DRAWING NO.: [REDACTED]	
DATE: [REDACTED]		SCALE: [REDACTED]	
DRAWN BY: [REDACTED]		CHECKED BY: [REDACTED]	
APPROVED BY: [REDACTED]		PROJECT NO.: [REDACTED]	



ASSOCIATED  
TRANSPORTATION  
ENGINEERS

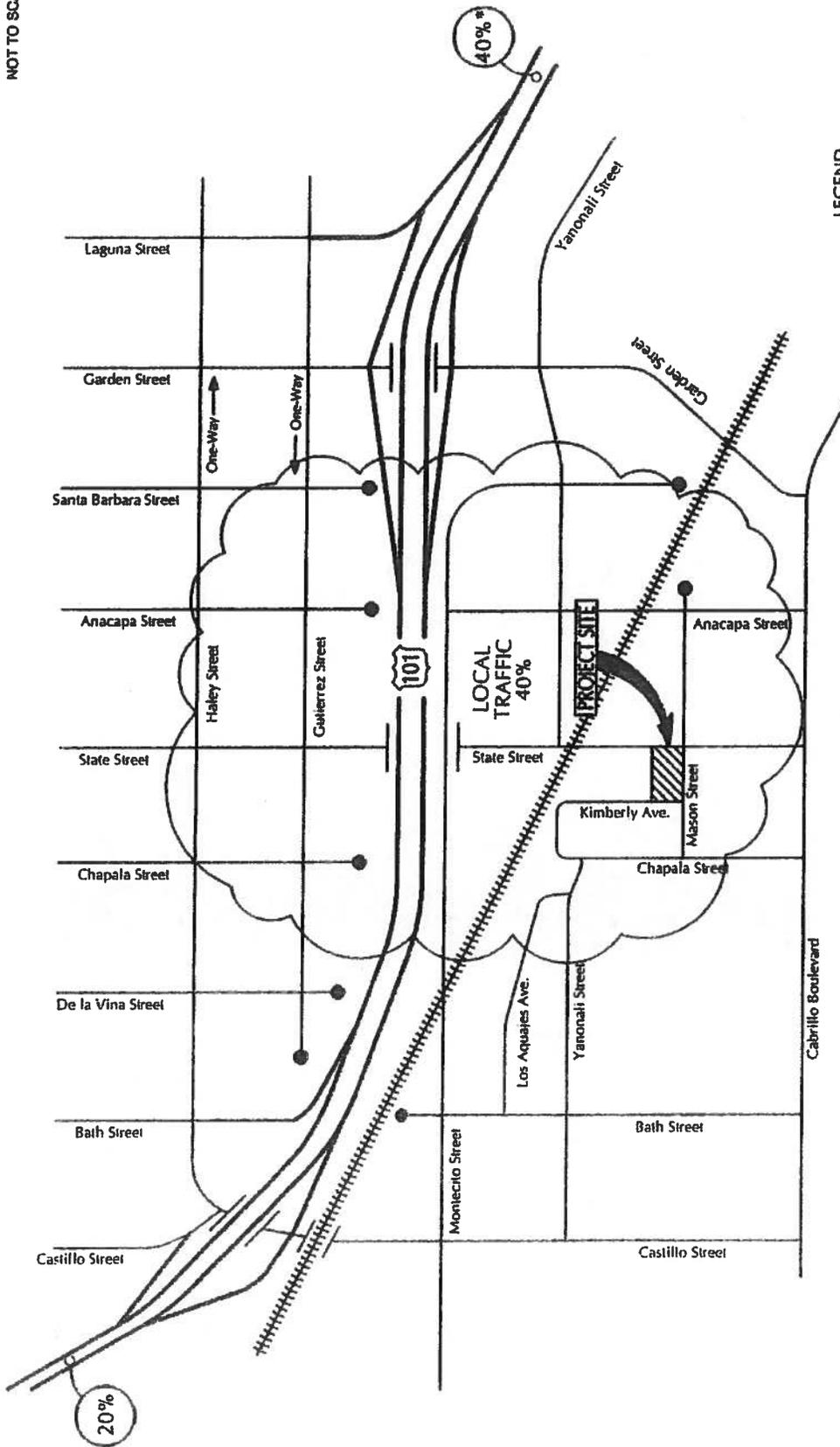
PROJECT SITE PLAN

FIGURE 2

DATE: 01/20/22



NOT TO SCALE



**LEGEND**

% - Distribution Percentage

\* 15% via Garden Street interchange  
 \* 25% via Cabrillo Blvd/Milpas St.

**PROJECT TRIP DISTRIBUTION PERCENTAGES**

ASSOCIATED  
TRANSPORTATION  
ENGINEERS



Cumulative Project List

101 State/16 W. Mason

MST2011-00171

As of 8/7/12

Address	Application Number	Status	Net New Non-Residential Sq. Ft.	Net New Residential Units	Project Description
25 E. Mason St.	MST2012-00088	Pending	0	0	Conversion of 34,783 sf of storage/light industrial space to 11,537 sf of retail and 23,246 sf of office.
Highway 101 HOV Project					
Environmental Review					
416 Anacapa St.	MST2005-00543	Approved	-511	3	Will require a CDP, not yet submitted condos
412 Anacapa St.	MST2008-00322	Approved	4,074	3	condos
528 Anacapa St.	MST2006-00748	Approved	835	7	condos
203 Chapala St.	MST2007-00634	Approved	-11,211	7	condos
517 Chapala St.	MST2005-00088	Approved	1,429	6	condos
421 E. Cota St.	MST2009-00250	C of O	-4,591	7	apartments; Occupancy issued 8/2/12
117 W. De la Guerra St.	MST2005-00126	Approved	-3,744	9	condos
825 De la Vina St.	MST2007-00400	Approved	686	7	condos
800 Santa Barbara St.	MST2006-00129	Approved	316	6	condos
35 State St.	MST97-00357	Approved	see Project Description	0	114 hotel rooms, 9 timeshare units and 21,654 sf of commercial; demo existing sf and hotel
125 State St.	MST2009-00119	Approved	16,691	0	Children's Museum
518 State St.	MST2005-00477	Approved	2,185	2	apartments
602 Anacapa St.	MST2011-00145	BP Issued	3,626	0	Antioch University; temporary occupancy granted
433 E. Cabrillo Blvd.	MST95-00175	BP Issued	115,996	0	150-room hotel
110 E. Cota St.	MST2003-00520	BP Issued	1,824	5	condos
12 E. Montecito St.	MST99-00465	BP Issued	11,091	0	Youth Hostel - 100 beds, approx 2 employees
116 E. Yanonali St.	MST2006-00361	BP Issued	-2,728	6	condos
512 Bath St.	MST2009-00469	BP Issued	0	44	Housing Authority project: low-income apartments

Associated Transportation Engineers  
 Trip Generation Worksheet - With In/Out Splits

#12022 CUMULATIVE PROJECT TRIP GENERATION (WEEKDAY)

Land Use	Size	Multi-Trip	ADT			A.M.			P.M.		
			Rate	Trips	Trips	Rate	In %	Trips	Rate	In %	Trips
1 Ex. Industrial	-34,783	1.00	6.97	-242	-32	88%	-28	0.97	12%	-34	-30
Retail	11,537	1.00	44.32	511	16	61%	9	2.71	44%	31	17
Office	23,246	1.00	11.01	256	36	88%	32	1.49	17%	35	29
2 Condo	3	1.00	5.81	17	1	16%	0	0.52	67%	2	1
3 Condo	3	1.00	5.81	17	1	16%	0	0.52	67%	2	1
4 Condo	7	1.00	5.81	41	3	16%	0	0.52	67%	4	3
5 Condo	7	1.00	5.81	41	3	16%	0	0.52	67%	4	3
6 Condo	6	1.00	5.81	35	3	16%	0	0.52	67%	3	3
7 Apartments	7	1.00	6.65	47	4	16%	1	0.62	67%	4	3
8 Condo	9	1.00	5.81	52	4	16%	1	0.62	67%	4	3
9 Condo	7	1.00	5.81	41	3	16%	0	0.52	67%	4	3
10 Condo	6	1.00	5.81	35	3	16%	0	0.52	67%	3	3
11 Entrada Hotel	114	1.00	8.17	931	64	61%	39	0.59	53%	67	31
Timeshare	9	1.00	10.03	90	4	16%	1	0.76	67%	7	2
Retail	21,654	1.00	44.32	960	29	61%	18	2.71	44%	59	33
12 Children's Museum											
13 Apartments	2	1.00	6.65	13	1	16%	0	0.62	67%	1	0
14 Antioch											
15 Hotel	150	1.00	8.17	1,226	84	61%	51	0.59	53%	89	42
16 Condo	5	1.00	5.81	29	2	16%	0	0.52	67%	3	1
17 Youth Hostel	100	1.00	5.63	563	45	36%	16	0.47	53%	47	22
18 Condo	6	1.00	5.81	35	3	16%	0	0.52	67%	3	2
19 Housing Authority	44			96	2		0			10	3
TOTAL:				4730	278		140			365	161

Associated Transportation Engineers  
 Trip Generation Worksheet - With In/Out Splits

#12022 CUMULATIVE PROJECT TRIP GENERATION (WEEKEND)

Land Use	Size	Multi-Trip	ADT		Rate		Mid-Day Peak		Trips	
			Rate	Trips	Rate	Trips	In %	Out %		
1 Ex. Industrial	-34,783	1.00	1.32	-46	0.140	-5	50%	3	50%	-2
Retail	11,537	1.00	49.97	577	4.890	56	50%	28	50%	28
Office	23,246	1.00	2.37	55	0.410	10	50%	5	50%	5
2 Condo	3	1.00	5.81	17	0.470	1	53%	1	47%	0
3 Condo	3	1.00	5.81	17	0.470	1	53%	1	47%	0
4 Condo	7	1.00	5.81	41	0.470	3	53%	2	47%	1
5 Condo	7	1.00	5.81	41	0.470	3	53%	2	47%	1
6 Condo	6	1.00	5.81	35	0.470	3	53%	2	47%	1
7 Apartments	7	1.00	6.39	45	0.520	4	53%	2	47%	2
8 Condo	9	1.00	5.81	52	0.470	4	53%	2	47%	2
9 Condo	7	1.00	5.81	41	0.470	3	53%	2	47%	1
10 Condo	6	1.00	5.81	35	0.470	3	53%	2	47%	1
11 Entrada Hotel	114	1.00	12.27	1,388	1.100	125	56%	70	44%	55
Timeshare	9	1.00	10.03	90	0.480	4	16%	1	84%	3
Retail	21,654	1.00	44.32	960	1.330	29	61%	18	39%	11
12 Children's Museum										
13 Apartments	2	1.00	6.39	13	0.520	1	53%	1	47%	0
14 Antioch				-64						
15 Hotel	150	1.00	12.27	1,841	1.100	165	56%	92	44%	73
16 Condo	5	1.00	5.81	29	0.470	2	53%	1	47%	1
17 Youth Hostel	5	1.00	12.27	1,841	1.100	6	56%	3	44%	3
18 Condo	6	1.00	5.81	35	0.470	3	53%	2	47%	1
19 Housing Authority	44			96		2		0		2
<b>TOTAL:</b>				<b>6619</b>		<b>372</b>		<b>209</b>		<b>163</b>

#12022 - HARBORVIEW INN ANNEX PROJECT  
 INTERSECTION CAPACITY UTILIZATION WORKSHEET  
 COUNT DATE:  
 TIME PERIOD: **A.M. PEAK HOUR**  
 N/S STREET: **STATE STREET**  
 E/W STREET: **CABRILLO BOULEVARD**  
 CONTROL TYPE: **SIGNAL**

REF: 01\_AM

**TRAFFIC VOLUME SUMMARY**

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) CUMULATIVE:	5	4	6	62	7	87	74	294	9	11	363	80
(B) PROJECT-ADDED	0	0	0	2	0	1	2	0	0	0	0	4

**GEOMETRICS**

LANE GEOMETRICS	NORTH BOUND LT R	SOUTH BOUND L LT R	EAST BOUND L T TR	WEST BOUND L T TR
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**TRAFFIC SCENARIOS**

SCENARIO 1 - CUMULATIVE VOLUMES (A)  
 SCENARIO 2 - CUMULATIVE + PROJECT VOLUMES(A + B)

**LEVEL OF SERVICE CALCULATIONS**

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	5	5	0	0	-	-				
NBT	1	1600	4	4	0	0	0.006 *	0.006 *				
NBR (a)	1	1600	2	2	0	0	0.001	0.001				
SBL	0	0	62	64	0	2	-	-				
SBT	2	3200	7	7	0	0	0.022 *	0.022 *				
SBR (b)	1	1600	27	27	0	0	0.017	0.017				
EBL	1	1600	74	76	0	2	0.046 *	0.048 *				
EBT	2	3200	294	294	0	0	0.094	0.094				
EBR (c)	0	0	7	7	0	0	-	-				
WBL	1	1600	11	11	0	0	0.007	0.007				
WBT	2	3200	363	363	0	0	0.133 *	0.133 *				
WBR (d)	0	0	61	64	0	3	-	-				
LOST TIME:							0.100 *	0.100 *				
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.307	0.309				
SCENARIO LEVEL OF SERVICE:							A	A				

**NOTES:**

RTOR: (a) 62%  
 (b) 69%  
 (c) 21%  
 (d) 24%

#12022 - HARBORVIEW INN ANNEX PROJECT  
 INTERSECTION CAPACITY UTILIZATION WORKSHEET  
 COUNT DATE:  
 TIME PERIOD: P.M. PEAK HOUR  
 N/S STREET: STATE STREET  
 E/W STREET: CABRILLO BOULEVARD  
 CONTROL TYPE: SIGNAL

REF: 01\_PM

**TRAFFIC VOLUME SUMMARY**

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) CUMULATIVE:	24	26	23	170	17	161	110	365	15	36	448	111
(B) PROJECT-ADDED	0	0	0	2	0	2	2	0	0	0	0	4

**GEOMETRICS**

LANE GEOMETRICS	NORTH BOUND LT R	SOUTH BOUND L LT R	EAST BOUND L T TR	WEST BOUND L T TR
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**TRAFFIC SCENARIOS**

SCENARIO 1 - CUMULATIVE VOLUMES (A)  
 SCENARIO 2 - CUMULATIVE + PROJECT VOLUMES(A + B)

**LEVEL OF SERVICE CALCULATIONS**

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	24	24	0	0	-	-				
NBT	1	1600	26	26	0	0	0.031 *	0.031 *				
NBR (a)	1	1600	9	9	0	0	0.006	0.006				
SBL	0	0	170	172	0	2	-	-				
SBT	2	3200	17	17	0	0	0.058 *	0.059 *				
SBR (b)	1	1600	50	51	0	1	0.031	0.032				
EBL	1	1600	110	112	0	2	0.069 *	0.070 *				
EBT	2	3200	365	365	0	0	0.118	0.118				
EBR (c)	0	0	12	12	0	0	-	-				
WBL	1	1600	36	36	0	0	0.023	0.023				
WBT	2	3200	448	448	0	0	0.166 *	0.167 *				
WBR (d)	0	0	84	87	0	3	-	-				
LOST TIME:							0.100 *	0.100 *				
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.424	0.427				
SCENARIO LEVEL OF SERVICE:							A	A				

**NOTES:**

RTOR: (a) 62%  
 (b) 69%  
 (c) 21%  
 (d) 24%

#12022 - HARBORVIEW INN ANNEX PROJECT  
 INTERSECTION CAPACITY UTILIZATION WORKSHEET  
 COUNT DATE:  
 TIME PERIOD: **WEEKEND MID-DAY PEAK**  
 N/S STREET: **STATE STREET**  
 E/W STREET: **CABRILLO BOULEVARD**  
 CONTROL TYPE: **SIGNAL**

REF: 01\_MID

**TRAFFIC VOLUME SUMMARY**

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) CUMULATIVE:	32	53	58	320	47	193	116	695	36	60	449	169
(B) PROJECT-ADDED	0	0	0	3	0	3	4	0	0	0	0	4

**GEOMETRICS**

LANE GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	LT	R	L	LT R	L	T R	L	TR

**TRAFFIC SCENARIOS**

SCENARIO 1 - CUMULATIVE VOLUMES (A)  
 SCENARIO 2 - CUMULATIVE + PROJECT VOLUMES(A+B)

**LEVEL OF SERVICE CALCULATIONS**

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	32	32			-	-				
NBT	1	1600	53	53			0.053 *	0.053 *				
NBR (a)	1	1600	22	22			0.014	0.014				
SBL	0	0	320	323			-	-				
SBT	2	3200	47	47			0.115 *	0.116 *				
SBR (b)	1	1600	60	61			0.038	0.038				
EBL	1	1600	116	120			0.073 *	0.075 *				
EBT	2	3200	695	695			0.226	0.226				
EBR (c)	0	0	28	28			-	-				
WBL	1	1600	60	60			0.038	0.038				
WBT	2	3200	449	449			0.180 *	0.181 *				
WBR (d)	0	0	128	131			-	-				
LOST TIME:							0.100 *	0.100 *				
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.521	0.525				
SCENARIO LEVEL OF SERVICE:							A	A				

**NOTES:**

RTOR: (a) 62%  
 (b) 69%  
 (c) 21%  
 (d) 24%

#12022 HARBORVIEW INN ANNEX  
 INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF: 02 MID

COUNT DATE:  
 TIME PERIOD: **WEEKEND MID-DAY PEAK**  
 N/S STREET: **CASTILLO STREET**  
 E/W STREET: **US 101 SB RAMPS**  
 CONTROL TYPE: **SIGNAL**

**TRAFFIC VOLUME SUMMARY**

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) CUMULATIVE:	0	534	200	53	348	0	83	48	466	0	0	0
(B) PROJECT-ADDED	0	1	0	0	2	0	0	0	2	0	0	0

**GEOMETRICS**

LANE GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	T	TR	LT	T	LT	R		

**TRAFFIC SCENARIOS**

SCENARIO 1 - CUMULATIVE VOLUMES (A)  
 SCENARIO 2 - CUMULATIVE + PROJECT VOLUMES(A+B)

**LEVEL OF SERVICE CALCULATIONS**

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-				
NBT	2	3200	534	535	0	1	0.218 *	0.218 *				
NBR (a)	0	0	162	162	0	0	-	-				
SBL	0	1600	53	53	0	0	0.033 *	0.033 *				
SBT	2	3200	348	350	0	2	0.109	0.109				
SBR	0	0	0	0	0	0	-	-				
EBL	0	0	83	83	0	0	-	-				
EBT	1	1600	48	48	0	0	0.082	0.082				
EBR (b)	1	1600	242	243	0	1	0.151 *	0.152 *				
WBL	0	0	0	0	0	0	-	-				
WBT	0	0	0	0	0	0	-	-				
WBR	0	0	0	0	0	0	-	-				
LOST TIME:							0.100 *	0.100 *				
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.502	0.503				
SCENARIO LEVEL OF SERVICE:							A	A				

**NOTES:**

RTOR: (a) 19%  
 (b) 48%

**101 State Street / 16 W. Mason Street (MST2011-00171)**  
**MITIGATION MONITORING AND REPORTING PROGRAM**

**PROJECT LOCATION**

**101 State Street / 16 W. Mason Street**

**PROJECT DESCRIPTION**

The project includes demolition of the existing 714 s.f. commercial (laundry) building and 40-space surface parking lot, and construction of a 34-room hotel totaling 20,439 square feet (s.f.) with a 33-space parking garage. A laundry area of approximately 1,088 s.f. is proposed within the new hotel building to replace the existing laundry building that is used by the Harbor View Hotel. The new hotel would be three stories with a maximum height of 38'-6".

**PURPOSE**

The purpose of the **101 State Street / 16 W. Mason Street** 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 demolition, excavation, grading and footing installation and on a monthly basis for all other 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.



**101 STATE AND 16 W. MASON STREETS (MST2011-00171)  
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX**

MITIGATION MEASURE	PARTY RESPONSIBLE FOR IMPLEMENTATION	VERIFICATION		
		DATE	ACCOMPLISHED	COMMENTS
<p><b>BIO-1 Nighttime Lighting.</b> Lighting installed on the hotel shall be sensitive to the Creek habitat and shall be minimized in areas that could result in undue nighttime lighting affecting Mission Creek. The Historic Landmarks Commission shall review the project's lighting plan for compliance with the City's Outdoor Lighting and Design Ordinance, with particular attention paid to lighting that has the potential to affect Mission Creek.</p>	PEC			
<p><b>BIO-2 Bird Nesting.</b> Removal of vegetation shall be avoided during the bird nesting season (February 15 to September 15), where feasible. If avoidance is not feasible, a qualified biologist shall conduct a nesting bird survey no more than seven (7) days prior to removal of any trees or vegetation scheduled to occur from February 15 through September 15. If nesting is found, the trees/vegetation shall not be removed until after the young have fledged and the biologist should establish a protective buffer around the nest as needed.</p>				
<p><b>BIO-3 Construction Techniques.</b> Construction of the building shall be done using cast-in-place piles (or similar construction technique that does not result in noise or vibration impacts to sensitive species in Mission Creek). Typical driven piles shall not be used.</p>	Architect / Building Division			
<p><b>CR-1 Commemorative Plaque.</b> The existing commemorative plaque (or other similar commemorative plaque or educational display) memorializing the location of Loughhead Aircraft Manufacturing of Santa Barbara shall be incorporated into the project. Final location and details to be approved by the Historic Landmarks Commission.</p>	Architect / HLC			

**101 STATE AND 16 W. MASON STREETS (MST2011-00171)  
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX**

MITIGATION MEASURE	PARTY RESPONSIBLE FOR IMPLEMENTATION	VERIFICATION		
		DATE	ACCOMPLISHED	COMMENTS
<p><b>GEO-1 Geotechnical Studies.</b> A Final Geotechnical Report shall be prepared and submitted to the City's Building Division as part of the City Building and Safety Division review and approval of the construction plans. Grading and foundation plans shall be reviewed by a Geotechnical Engineer and Engineering Geologist to ensure compliance with the recommendations in the Final Report. Compliance shall be demonstrated on plans submitted for grading and building permits and subject to City Building and Safety Division review and approval.</p>	Building Division			
<p><b>HAZ-1 Soils Management Plan.</b> The approved Soils Management Plan, including the Site Safety Plan, prepared by Rincon Consultants, Inc. and dated July 13, 2012, shall be followed during construction if contaminated soil and/or groundwater is present on-site at the time of construction commencement.</p>	County FPD / City Public Works Department			
<p><b>N-1 Neighborhood Notification Prior to Construction.</b> At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses, and residents within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the (Project Environmental Coordinator (PEC) and) Contractor(s), site rules and Conditions of Approval pertaining to construction activities, and any additional information that will assist the Building Inspectors, Police Officers and the public in addressing problems that may arise during construction.</p>	PEC			

**101 STATE AND 16 W. MASON STREETS (MST2011-00171)  
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX**

MITIGATION MEASURE	PARTY RESPONSIBLE FOR IMPLEMENTATION	VERIFICATION		
		DATE	ACCOMPLISHED	COMMENTS
<p><b>N-2: Construction Hours.</b> Construction (including preparation for construction work) shall only be permitted Monday through Friday between the hours of 7:00 a.m. and 7:00 p.m., excluding the following holidays: New Year's Day (January 1st); Martin Luther King Jr Day (3rd Monday in January); President's Day (3rd Monday in February); Memorial Day (Last Monday in May); Independence Day (July 4th); Labor Day (1st Monday in September); Thanksgiving Day (4th Thursday in November); Day Following Thanksgiving Day (Friday following Thanksgiving); Christmas Day (December 25th). *When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday respectively shall be observed as a legal holiday.</p> <p>When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the City to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out said construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number.</p>	PEC			
<p><b>N-3: Construction Equipment Sound Control.</b> All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers muffler and silencing devices.</p>	PEC			



**101 STATE STREET / 16 W. MASON STREET**  
**FINAL MITIGATED NEGATIVE DECLARATION**  
**RESPONSE TO COMMENTS**

**JANUARY 14, 2013**

**INTRODUCTION:**

An Initial Study was prepared for the 101 State Street/16 W. Mason Street project because the California Environmental Quality Act (CEQA) requires that an environmental assessment of the proposed project be provided. The Environmental Analyst found that, although the proposed project could potentially have significant adverse impacts related to **Hazards and Water Quality**, mitigation measures described in the Initial Study and agreed to by the applicant would reduce potential impacts to less than significant levels. In addition, recommended mitigation measures were identified to reduce less than significant impacts associated with Biological Resources, Cultural Resources, Geophysical Conditions and Noise.

A Draft Mitigated Negative Declaration (MND) was prepared for the proposed project, and a public review period was held from November 21, 2012 to December 21, 2012.

Responses to the comments received regarding the Draft MND are provided below, and the comment letter is attached.

**Letter No. 1**

**Carly Wilburton, Santa Barbara County Air Pollution Control District (APCD)**  
**December 4, 2012**

**1-1 Comment:** The applicant should contact the APCD's Engineering and Compliance Division as soon as possible to determine if Authority to Construct and/or Permit to Operate permits will be required for this activity.

**Response:** This comment relates to the remediation of the site. This remediation activity is not specifically part of the project description, but is required prior to construction of the project. The City of Santa Barbara is responsible for the remediation, which is tentatively scheduled to begin in January 2013. The City has been in contact with the APCD to determine the appropriate permits required for the remediation work.

A project condition of approval will be recommended to ensure the APCD is contacted to confirm the need for any permits in the event remediation work is undertaken as part of the project.

**1-2 Comment:** Suggested inclusion of project-related conditions of approval.

**Response:** As appropriate, said conditions will be added to the recommended conditions of approval for the project.

Attachment: Letter from APCD dated December 4, 2012



Santa Barbara County  
Air Pollution Control District

Our Vision  Clean Air

December 4, 2012

Allison De Busk  
City of Santa Barbara  
P.O. Box 1990  
Santa Barbara, CA 93102-1990

RECEIVED  
DEC 11 5 2012

CITY OF SANTA BARBARA  
PLANNING DIVISION

Re: **APCD Comments on 101 State Street and 16 W. Mason Street, MST2011-00171**

Dear Ms. De Busk:

The Air Pollution Control District (APCD) has reviewed the Mitigated Negative Declaration (MND) for the referenced case, which consists of the demolition of an existing 714 square foot (SF) commercial (laundry) building and 40-space surface parking lot, and construction of a 34-room hotel totaling 20,439 SF with a 33-space parking garage. A laundry area of 1,088 SF is proposed within the new hotel building to replace the existing laundry building that is used by the Harbor View Hotel. Grading for the proposed project is anticipated to be minor at 240 cubic yards. The subject properties, a 0.11 and a 0.32-acre parcel zoned HRC-2 (Hotel and Related Commerce 2/Coastal Zone Overlay) and identified in the Assessor Parcel Map Book as APN's 033-075-006 and 033-075-011, is located at 101 State Street and 16 w. Mason Street in the City of Santa Barbara.

The project site contains contaminated soils caused by a leaking underground storage tank (UST) associated with a prior use of the site. Although contaminated soil was removed at the time the UST was removed in 1991, the remedial excavation did not remove all of the hydrocarbon impacted soil. Additional remediation of the site is scheduled to begin in mid-December 2012. **The applicant should contact the APCD's Engineering and Compliance Division at (805) 961-8800 as soon as possible to determine if Authority to Construct and/or Permit to Operate permits will be required for this activity.**

Air Pollution Control District staff offers the following suggested conditions:

1. APCD Rule 345, *Control of Fugitive Dust from Construction and Demolition Activities* establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites. The rule includes measures for minimizing fugitive dust from on-site activities and from trucks moving on- and off-site. The text of the rule can be viewed on the APCD website at [www.sbcapcd.org/rules/download/rule345.pdf](http://www.sbcapcd.org/rules/download/rule345.pdf).
2. Prior to occupancy, APCD permits must be obtained for all equipment that requires an APCD permit. APCD Authority to Construct permits are required for diesel engines rated at 50 bhp and greater (e.g., firewater pumps and emergency standby generators) and boilers/large water heaters whose combined heat input rating exceeds 2.0 million BTUs per hour.
3. Small boilers and water heating units (rated between 75,000 and 2.0 million Btu/hr) must comply with the emission limits and certification requirements of APCD Rule 360. Combinations of units totaling 2.0 million Btu/hr or greater are required to obtain a District permit prior to installation. Please see [www.sbcapcd.org/eng/boiler/rule360/rule\\_360.htm](http://www.sbcapcd.org/eng/boiler/rule360/rule_360.htm) for more information and a list of certified boilers (note: any units fired on fuel(s) other than natural gas

must be certified by the SBCAPCD on a case-by-case basis, even if the unit is certified when fired on natural gas).

4. If contaminated soils are found at the project site, the APCD must be contacted to determine if Authority to Construct and/or Permit to Operate permits will be required.
5. At a minimum, prior to occupancy any feasible greenhouse gas reduction measures from the following sector-based list should be applied to the project:
  - Energy use (energy efficiency, low carbon fuels, renewable energy)
  - Transportation (reduce vehicle miles traveled, compact and transit-oriented development, pedestrian- and bicycle-friendly communities)
  - Water conservation (improved practices and equipment, landscaping)
  - Waste reduction (material re-use/recycling, composting, waste diversion, waste minimization)
  - Architectural features (green building practices, cool roofs)
6. Asphalt paving activities shall comply with APCD Rule 329, *Cutback and Emulsified Asphalt Paving Materials*.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8890 or via email at [cwv@sbcapcd.org](mailto:cwv@sbcapcd.org).

Sincerely,



Carly Wilburton,  
Air Quality Specialist  
Technology and Environmental Assessment Division

cc: Cearnal Andrulaitis, LLP  
TEA Chron File