



**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

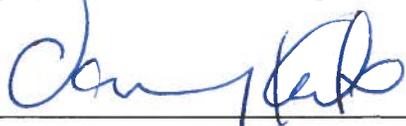
PROJECT DESCRIPTION: The project includes demolition of the existing 714 s.f. commercial (laundry) building and 40-space surface parking lot, and construction of a 34-room hotel totaling 20,439 square feet (s.f.) with a 33-space parking garage on a 19,000 square foot lot. The new hotel would be three 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.

PUBLIC REVIEW:

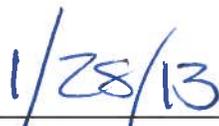
1. Legal Notice: Santa Barbara News-Press [November 21, 2012]
2. Mailed Notice: 300-foot radius, Interested Parties and Neighborhood Groups
3. Document Posting Period: November 21, 2012 – December 21, 2012
4. State Clearinghouse Review: November 20, 2012 – December 19, 2012

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

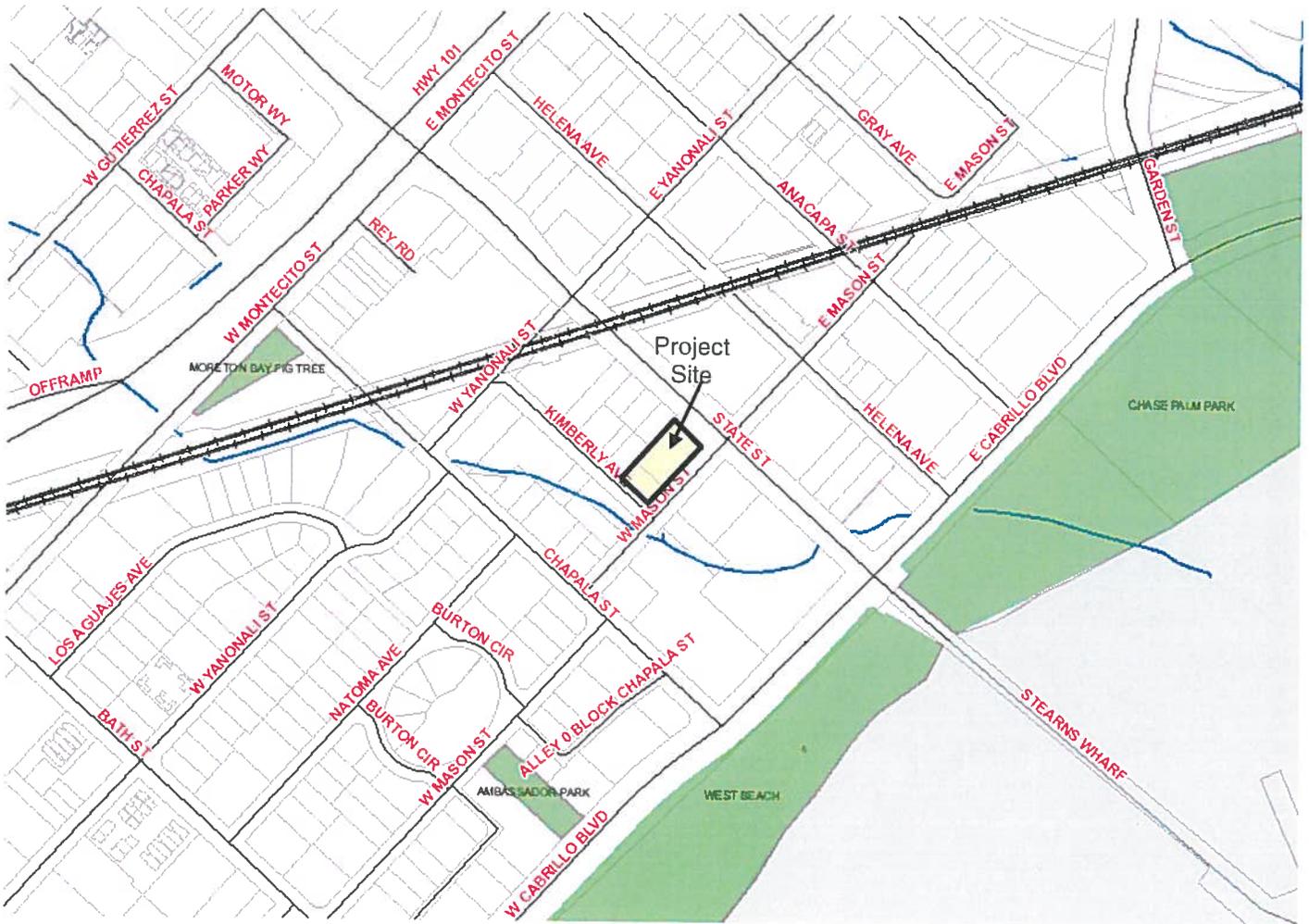
Planning Division, City of Santa Barbara
P.O. Box 1990
Santa Barbara, CA 93102

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 Loughead (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.
Zoning:		HRC-2 / SD-3 (Hotel and Related Commerce 2 / Coastal Zone Overlay)	
General Plan Designation:		Ocean Related Commercial / Medium High Residential	
Local Coastal Plan Designation:		Hotel and Related Commerce II	
Proposed Land Use:	Hotel	Slope:	1%
SURROUNDING ZONING:			
North:	HRC-2/SD-3 (Hotel and Related Commerce 2 / Coastal Zone Overlay)		
South:	HRC-2/SD-3 (Hotel and Related Commerce 2 / Coastal Zone Overlay)		
East:	HRC-2/SD-3 (Hotel and Related Commerce 2 / Coastal Zone Overlay)		
West:	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.

2. AIR QUALITY		Level of Significance
	Would the project:	
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_x] 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 (PM₁₀ and PM_{2.5}) 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 (PM₁₀); but does meet the federal PM₁₀ standard. The County is in attainment for the federal PM_{2.5} standard and is unclassified for the state PM_{2.5} 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”¹ (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.

¹ 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 (CO₂e) 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_x, and 80 pounds per day for PM₁₀;
- Emit less than 25 pounds per day of ROC or NO_x 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 (PM₁₀). 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_x 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_x, and PM₁₀. 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 CO₂e/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 vegetation² 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

² 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.

5. GEOLOGY AND SOILS Would the project:	Level of Significance
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"> i. Rupture of a known earthquake fault? ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Expansive soils? v. Landslides? vi. Sea cliff retreat? 	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.

6. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Level of Significance
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 1,000 µg/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 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.
- 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.

9. PUBLIC SERVICES AND UTILITIES Would the project:	Level of Significance
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: <ol style="list-style-type: none"> i. Fire Protection? ii. Police Protection? iii. Schools? iv. Other Public Facilities? 	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"> 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)? ii. Violating any groundwater quality standards/requirements or otherwise substantially degrading groundwater quality? 	Less Than Significant
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.

13. LAND USE AND PLANNING		YES	NO
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.

MANDATORY FINDINGS OF SIGNIFICANCE.		YES	NO
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		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.

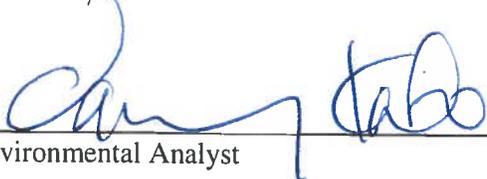
MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

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