ADDENDUM

TO ENVIRONMENTAL IMPACT REPORT (SCH #92091038) FOR WATERFRONT HOTEL PROJECT (MST2013-00371)

433 East Cabrillo Boulevard (hotel site) and 103 South Calle Cesar Chavez (parking lot site)

January 14, 2016

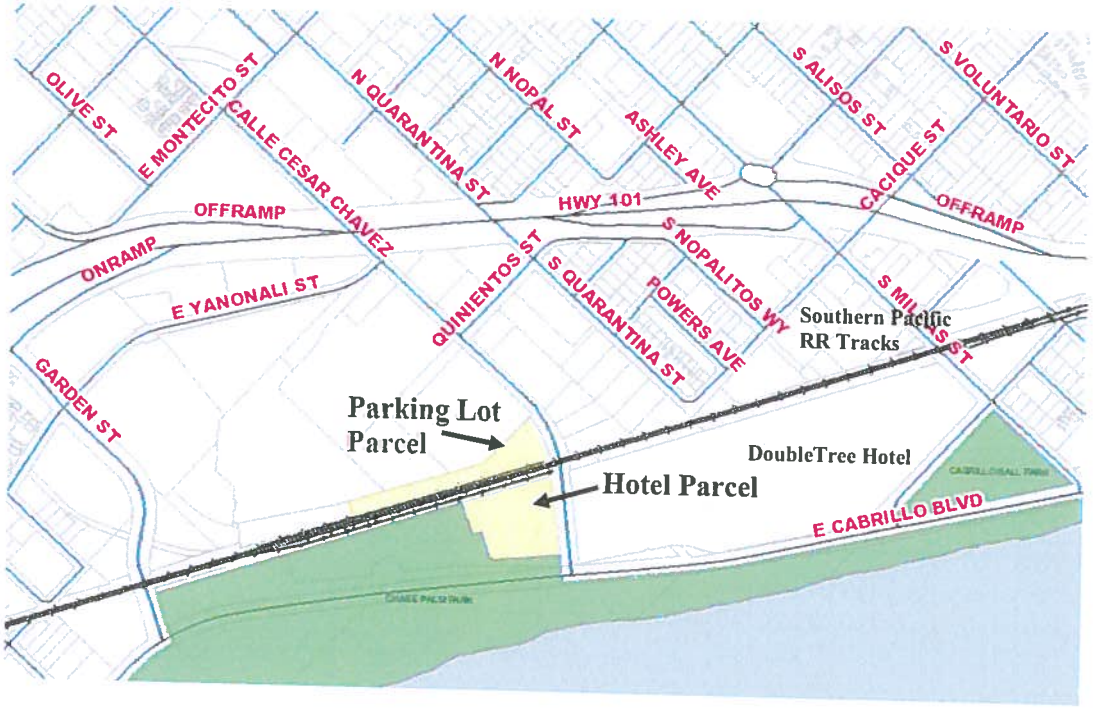
This addendum to a prior certified project environmental impact report (EIR) evaluates environmental impacts of a proposed Development Agreement, which would extend the time frame for completing permitting and construction of the previously approved hotel project and establish conditions for considering a revised hotel project and transfer of existing development rights. The previously approved hotel project consists of a 150-room Waterfront Hotel proposed to be developed at 433 East Cabrillo Boulevard (Exhibit A – Project Exhibits) and its associated parking lot proposed at 103 South Calle Cesar Chavez. The current project applications also include a proposed Zoning Ordinance Amendment, which would amend Chapter 28.95 of the Santa Barbara Municipal Code (SBMC) to allow for approved hotel rooms on the project site to be transferred as hotel rooms to another receiving site(s).

This EIR addendum is prepared in accordance with the California Environmental Quality Act (CEQA), and State CEQA Guidelines Section 15164. An addendum to a prior EIR identifies minor changes to the EIR that make the EIR adequate for the current project permitting decision. This includes changes to reflect project description refinements, mitigation already implemented, changes to environmental conditions on the ground, current criteria used in environmental impact analysis, and changes to project impacts, impact significance, and mitigation measures. The addendum procedure is followed when changes do not involve new significant environmental impacts or a substantial increase in significant impacts previously identified in the EIR and prior addenda, per criteria specified in CEQA Guidelines Section 15162.

The CEQA Guidelines provide that an EIR addendum need not be circulated for a public review and comment period, but is attached to the EIR, and a separate public hearing is not required. This EIR addendum is provided to the public and decision-makers as part of project staff reports issued prior to Planning Commission and City Council hearings on the project. Public comment can be received prior to and at the hearings. The decision-making bodies consider the addendum together with the certified EIR when making decisions on the current project permit applications. The EIR and addendum inform CEQA environmental impact findings that support decision-maker actions on the project.

This EIR addendum has been prepared by City staff based on an environmental Initial Study assessment of the current project in light of the prior project EIR. The Initial Study, dated December 14, 2015, was completed to evaluate the adequacy of the prior project EIR impact analysis for the current project application, and to identify any need for information updates and/or documentation. This EIR addendum summarizes the Initial Study analysis and conclusions.

Project Location



PREVIOUS ENVIRONMENTAL DOCUMENT AND PROJECT APPROVALS

Previous Project EIR. Environmental impact analysis for the Waterfront Hotel project was provided with a certified project EIR dated June 18, 1993. The EIR evaluated multiple projects proposed on several parcels within the Park Plaza Specific Plan area: the Waterfront Hotel, Chase Palm Park expansion, and a youth hostel. Addenda to the project EIR dated June 8, 1995, November 7, 1996, and August 13, 2007 were prepared for project refinements, including moving a portion of hotel parking to a separate parcel at 103 South Calle Cesar Chavez Street, and incorporating wetland habitat restoration on that site.

Previous Project EIR Mitigation. Mitigation measures identified in the EIR to reduce potentially significant hotel project impacts were incorporated as project components and conditions of approval for air quality, public safety, noise, and traffic impacts. Standard application of regulations, policies, ordinance provisions, design guidelines, and permit conditions reduced other impacts.

Previous Project EIR Impacts Identified. The EIR analysis concluded that hotel project air quality impacts and the project contribution to cumulative traffic impacts would not be fully mitigated and these impacts were identified to remain as significant and unavoidable after mitigation (Class 1 impacts). Other environmental impacts were identified as less than significant (Class 3 impacts) or potentially significant but mitigated to less than significant levels with design changes and measures applied as conditions of permit approval (Class 2 impacts).

Project Permit Approvals. From 1993 to 1996, the proposed hotel, park expansion, and youth hostel projects received City environmental review and discretionary land use permit approvals, including an amendment to the Park Plaza Specific Plan (SP-1), a Coastal Development Permit (CDP), Development Plan approval, a Development Agreement, and Historic Landmarks Commission design review approval. Two Substantial Conformance Determinations were also issued for project refinements during this period. Building permits were issued for the park expansion in 1995, for the youth hostel and hotel projects in 2007, and for the parking lot in 2008.

Completed Development Activities. Since permit issuance, the following development activities have occurred both on the project sites and in the public right-of-way, and including applicable EIR mitigation measures and permit conditions requiring applicant funding for improvements:

- Roadway improvements supporting the hotel and park projects were installed in 1995-1996. These included the Salsipuedes Street (now Calle Cesar Chavez) and Garden Street connections to the Waterfront area; Garden and Salsipuedes Street improvements (street, curb, gutter, and sidewalk); and pedestrian improvements along Garden and Salsipuedes Streets and Cabrillo Boulevard. The Waterfront project applicant funded 60% of the Salsipuedes Street improvements.
- The Chase Palm Park expansion project was completed in 1996, which included an approximate five-acre land dedication from the hotel project applicant.
- An annual park maintenance fee of $62,500 has been paid by the hotel project applicant to the City.
- A traffic improvement fee of $124,014 was paid to the City in 2007 for a planned traffic light improvement at the Highway 101/Hot Springs intersection, and an alternate roundabout improvement was subsequently installed at that location.
- An air quality offset fee for the hotel of $54,000 (60% of the total hotel/park fee) was paid to the Santa Barbara County Air Pollution Control District in 2007 to support a commuter transit program.
- The hotel site and parking lot site were graded and soil remediation was completed on the hotel site and under the parking lot in 2008. Remediation on the parking lot site in the area of the restoration is still pending.
- The youth hostel project was completed in 2014.

General Plan Program EIR. A certified Program EIR (SCH #2009011031) for City adoption of the 2011 General Plan Update contains updated cumulative analysis of environmental effects associated with incremental development throughout the City (incorporated herein by reference). The Waterfront Hotel project was considered as an approved project as part of the Program EIR analysis.

CURRENT PROJECT DESCRIPTION

Current Permit Applications. The hotel project applicant requests a new Development Agreement (DA) to extend the time frame for the hotel project development and establish conditions and procedures for an option to consider a revised hotel project and the possible transfer of existing development rights at some future time. The new DA would incorporate the following components:

- All current building permits and public works permits for the hotel project would expire.
- A new 10-year term for the DA would be established.
- Within the first five years, the applicant could proceed with the previously approved 150-room hotel subject to issuance of new building and public works permits consistent with current code requirements.
- If a hotel project other than the previously approved 150-room hotel project is proposed at any time during the 10-year period, the new project would be subject to appropriate environmental review, discretionary planning permits, design review approval, and other applicable permits, consistent with General and Local Coastal Plan policies, codes, and other applicable regulations current at the time of application review.
- If a new or revised hotel project results in less than 150 rooms, the applicant could propose transferring development rights for the remaining room count or square footage to another site, consistent with applicable City ordinance provisions and the DA.

In addition, an amendment is proposed to the City ordinance that governs transfers of development rights (Santa Barbara Municipal Code Chapter 28.95) to ensure that there would be no conflict between the legal provisions of the ordinance and the project DA. The amendment would add a provision to the ordinance that the DA provisions would control in the event of a conflict.

Hotel Project Description. The hotel parcel is approximately three acres and is located at 433 East Cabrillo Boulevard, north of Cabrillo Boulevard and west of Calle Cesar Chavez. The separate parking lot parcel is approximately two acres and is located at 103 South Calle Cesar Chavez, north of the hotel parcel and the Union Pacific railroad tracks and on the west side of Calle Cesar Chavez. This is the project previously approved by the City for which building permits were issued in 2007 (hotel) and 2008 (parking lot).

Hotel: The 150-room luxury hotel and associated banquet facilities would be approximately 142,000 square feet in size, and two to three stories with a 45-foot maximum height. A basement area would be used for back-of-house facilities (e.g., storage, employee space). Development on the hotel site would also include patios, gardens, a pool, and 10-12 parking spaces.

Parking: Parking spaces on the hotel parcel would provide for initial guest arrivals and accessibility for disabled persons. Employee parking and guest parking would be provided at two offsite locations. Under a lease arrangement, up to 150 regular parking spaces would be available at the existing DoubleTree Hotel parking lot (accommodating more vehicles with valet parking configuration) located at 633 E. Cabrillo Blvd. An additional 111 parking spaces would be available at a new valet parking lot to be developed at 103 South Calle Cesar Chavez as part of the project on the separate parking lot parcel to the north.

Improvements: The following additional improvements would be installed as part of the project. New landscaping would be provided by the applicant along the western and southern edge of the hotel parcel on the adjacent Chase Palm Park property within an area designated as the Transition Area, which is recorded in Parcel Map Book 51, Page 96. A fire lane providing emergency access for the hotel and Chase Palm Park sites would be established within a recorded easement area of approximate 20 foot width along the northern perimeter of the hotel parcel from Calle Cesar Chavez, then running south (perpendicular to Cabrillo Boulevard) following the western border of the Transition Area in the Park. A left-turn pocket would be provided within the Calle Cesar Chavez road right-of-way for cars entering the parking lot parcel from the northbound lane. A habitat restoration plan would be implemented for the portion of El Estero drainage located on the parking lot parcel, per the approved 2007 restoration plan.

Revised Hotel Project and Transfer of Existing Development Rights (TEDR): The new Development Agreement would provide for the option of submitting an application for a revised hotel project. In the event that future project changes result in fewer rooms on the project site, the applicant would have the option of proposing a transfer of remaining rooms to another parcel in the Downtown development area. Any such revisions to the project or proposed transfer of development rights would be reviewed and permits considered under appropriate City regulations, environmental review requirements, and provisions specified in applicable City ordinance provisions and the Development Agreement. The receiving site of a proposed development transfer would also require separate applications, environmental review, and permit approvals.

Changes to project previously reviewed by EIR. Prior addenda to the project EIR provided review of earlier project refinements, including parking changes and the wetland habitat restoration plan.

PROJECT IMPACTS AND MITIGATIONS

This section is organized by impact topics, and provides the following information: (1) hotel project environmental impacts and mitigations identified in the prior 1993 project EIR and subsequent addenda; (2) relevant changes since the project EIR was certified, pertaining to the project description, environmental circumstances, evaluation criteria, or regulations; and (3) environmental impact analysis, including cumulative analysis, for the Development Agreement, which would extend the life of the hotel project. The analysis is supported by the 2015 Initial Study for the current project.

Impacts of Potential Transfer of Existing Development Rights (TEDR) Provisions. The prior approved hotel project was permitted for a 150-room hotel. The proposed Development Agreement (DA) would establish an option and process for the transfer of existing development rights (TEDR). In the event of a revised hotel project proposal with less than 150 rooms, development rights associated with the unconsutructed rooms could

be proposed for transfer to another site in accordance with the City's Traffic Management Strategy and approval process. An ordinance amendment to SBMC Chapter 28.95 (Transfer of Existing Development Rights) is also proposed, which would provide that the DA would control in the event of a conflict between the DA and the ordinance provisions in SBMC Chapter 28.95. The effect of this amendment would be to allow the project to propose transfer of approved but not constructed hotel rooms to another site, whereas the ordinance currently allows only the transfer of approved square footage. The DA only includes these provisions for a possible future transfer proposal in the event the approved hotel project is not constructed, and no actual proposal or approval for a transfer of development rights is currently proposed. Any future transfer proposal would require further discretionary permitting and environmental review of impacts at the hotel site and impacts at the receiving site(s) at the time of the proposal. Without any proposal for a transfer of development rights as part of the current project, including the specific number of rooms and location of receiver site(s), it is not possible to evaluate environmental impacts at this time, and any such present analysis would be speculative. The DA provision and ordinance amendment allowing this possible future option for development transfer do not themselves have any environmental impacts.

Visual Resources

1993 Project EIR (§VI.F Visual Resources) and Addenda. Hotel project impacts associated with scenic views, visual character/compatibility, and lighting were identified as less than significant (Class 3). A recommended measure was applied for screening of rooftop equipment through project design review approval.

Changes to Project, Environmental Conditions, Evaluation Criteria, and Regulations. The hotel and parking lot sites have been graded and remediated for soil contamination, and continue to be vacant. The hotel site has sparse non-native vegetation and the parking lot site includes the Laguna Drain with a mix of native and non-native vegetation.

Visual Resources Impact Analysis of Current Project. There is no substantial change to the project EIR visual resources analysis, and no change to impact classifications.

Mountain views are being preserved across the park, and view corridors are provided through Calle Cesar Chavez. The hotel project would be located in an urban area planned through a Specific Plan and zoned for the type of development proposed, and has received previous City Council land use approval with findings of consistency with City visual policies. The project is subject to design review for consistency with visual design guidelines, and received prior Historic Landmarks Commission (HLC) design review approval initially in the 1990's. Subsequent design review of the hotel occurred as minor revisions were proposed and final HLC approval was granted in 2007.

- Scenic Vista Impacts. The hotel project would block some mountain views from limited vantage points, an adverse but *less than significant impact (Class 3)* on scenic vistas.
- Visual Character Impacts. Project design and design review approval provide that project visual character and compatibility impacts would be *less than significant impact (Class 3)*.
- Lighting Impacts. Required project compliance with the City lighting ordinance provides that project lighting would have a *less than significant impact (Class 3)*.

In summary, project impacts to visual resources remain less than significant (Class 3), and no mitigation is required to reduce potentially significant impacts. The project would not conflict with visual resources policies and regulations.

Cumulative Impacts. The 2011 General Plan Program EIR found that with application of General Plan visual resources policies, lighting code provisions, and design review guidelines, incremental citywide development would result in less than significant cumulative impacts on scenic views, community character, and lighting. The hotel project is part of the assumed incremental citywide development and would not result in a considerable contribution to significant cumulative visual resources impacts.

Air Quality

1993 Project EIR (§VI.B Air Quality) and Addenda. The EIR identified significant (Class I) long-term impacts of hotel operations (vehicles, buildings, equipment) associated with criteria air pollutants (precursors to smog generation: reactive organic compounds and nitrogen oxides). Mitigation measures applied to partially reduce impacts entailed the use of low-volatile materials and energy-efficient building design, transportation demand management, and an air pollution offset in-lieu fee. Short-term construction-related impacts from earthwork and vehicles/equipment (dust/particulates and nitrogen oxides) were identified as significant (Class 1), with dust and equipment mitigation controls applied to partially reduce impacts. Odor impacts were identified as less than significant (Class 3).

Changes to Project, Environmental Conditions, Evaluation Criteria, and Regulations. With addition of the parking lot parcel as part of the project in 2007, an underground parking garage is no longer proposed with the current hotel project, which substantially reduces associated earthwork. Most site preparation grading on the hotel and parking lot sites has been completed in conjunction with soil remediation, with mitigation measures applied. The project applicant paid an air pollution offset fee of $54,000 to the Santa Barbara County Air Pollution Control District (APCD) to support a commuter transit program (Clean Air Express). Since the time of the project EIR, State air quality regulations have changed (e.g., more stringent auto, industrial, and equipment controls) and air quality has substantially improved. APCD and City impact evaluation criteria have changed, and new computer models and updated trip generation and pollutant emissions factors are used to estimate project emissions. Current CEQA regulations now require analysis of greenhouse gas impacts affecting global climate change.

Air Quality Impact Analysis of Current Project. Air quality impacts of the hotel project are expected to be less than identified in the project EIR and no further mitigation is required beyond standard construction-related provisions.

Updated air pollutant emissions estimates for the project were calculated using the CalEEMod (v. 2013.2.2) computer model, project land use, updated (lower) project vehicle trip generation estimate, updated (lower) State pollutant emissions/vehicle mile factors, and updated impact significance thresholds of the APCD and City (See Initial Study Exhibit C).

- Long-Term Impacts. Project long-term air pollutant emissions would be below the APCD and City impact significance thresholds for vehicle emissions (the thresholds are 25 pounds per day reactive organic gases (ROG) and nitrogen oxides (NOx), and combined vehicle and stationary source emissions of 240 pounds per day of ROG and NOx and 80 pounds per day of particulate matter-PM_{10}). Long-term air quality effects of the hotel project would be *less than significant (Class 3)*.
- Short-Term Impacts. The project construction period is estimated at 18-24 months. With application of current standard construction measures for dust suppression and reduction of construction equipment emissions, construction-related air pollutant emissions would be below the APCD and City guideline of 25 tons/year of combined emissions of ROG, NOx, carbon monoxide, sulfur dioxide, PM_{10}, and $PM_{2.5}$), a *less than significant impact (Class 3)*.
- Odor Impacts. Ancillary hotel activities such as the restaurant, bar, and banquets or other group events would have negligible odor impacts, a *less than significant impact (Class 3)*.
- Greenhouse Gas Impacts. The City Climate Action Plan provides programmatic mitigation of citywide greenhouse gas generation associated with development under the General Plan. The project is within assumed City development parameters and would incorporate applicable policies, regulations, and design guidelines that reduce mobile and stationary greenhouse gas emissions. Project greenhouse gas emissions from direct and indirect sources would be *less than significant (Class 3)* (See Initial Study Exhibit D).

In summary, hotel project long-term and short-term air pollution, odor, and greenhouse gas emissions impacts are less than significant and no further mitigation is required. The project would not conflict with federal, State, and local air quality and climate change policies and regulations.

Short-term construction-related air quality impacts would be addressed with standard construction provisions for dust suppression and equipment emissions reduction, and would be less than significant, with no further mitigation required.

Cumulative Impacts. Cumulative air quality and greenhouse gas impacts associated with citywide growth were found to be less than significant in the General Plan Program EIR, Clean Air Plan SEIR, and Climate Action Plan Addendum to the Program EIR. The project is within the growth assumptions for these analyses, and applicable policies and regulations for reduction of air pollution and greenhouse gas would be applied to the project. Project air emissions would not constitute considerable contributions to cumulative air pollutant or greenhouse gas impacts.

Biological Resources

1993 Project EIR (§VI.G Biological Resources) and Addenda. Hotel project impacts on habitats, wildlife, and vegetation were found to be less than significant (Class 3).

Changes to Project, Environmental Conditions, Evaluation Criteria, and Regulations. The project sites remain vacant with sparse vegetation. Grading and soil remediation was completed on the hotel site in 2008. A habitat restoration plan on the parking lot parcel was added as a project component in 2007. City master environmental assessment (MEA) biological resources maps and guidelines were updated in 2009.

Biological Resources Impact Analysis of Current Project. There is no substantial change to the project EIR biological resources impact analysis, and no further mitigation is required beyond project description components.

- Habitat Impacts. The hotel site has no wetland, riparian, or other natural habitat. The parking lot parcel contains a portion of the El Estero drainage along the southern property line, and an unnamed drainage along the northern property line. Development would be set back from the drainages and a habitat restoration program would be instituted. The restoration plan entails removal of debris and non-native and invasive vegetation, and revegetation with native plantings. At the northern drainage, an existing culvert would be removed and replaced with a vegetated swale. Hotel project impacts associated with wetlands and other habitats would be *less than significant (Class 3)* and the restoration plan would have a *beneficial impact (Class 4)* to water quality and habitat values.
- Individual Species Impacts. The hotel and parking lot sites contain no protected native wildlife or plant species or specimen trees. The parking lot setback and restoration of the El Estero drain would protect and enhance any potential habitat for the southwestern pond turtle, an identified species of concern (experiencing habitat loss or species decline) but not listed as threatened or endanged by federal or State wildlife agencies. The project habitat restoration plan also includes a standard measure for minimizing disturbance to any nesting birds during project construction or habitat restoration activities. Project impacts associated with wildlife and vegetation species would be *less than significant (Class 3)*.

In summary, project biological resource impacts would be less than significant; no mitigation is required. The project would not conflict with biological resources policies or regulations.

Cumulative Impacts. The General Plan Program EIR found that cumulative biological impacts associated with citywide growth would be less than significant with protective policies and regulations in place. The project would not result in a considerable contribution to cumulative biological resources impacts in the City or region, and the project habitat restoration component would benefit wetland resources.

Cultural Resources

1993 Project EIR (§§VI.C-Archaeological and VI.D-Historical) and Addenda. No historic or known archaeological resources exist on the project sites. The EIR analysis found that required Historic Landmarks Commission (HLC) design approval would assure that the hotel would have no significant impact to historic

resources or the historic Cabrillo Boulevard corridor (Class 3). The sites were identified as potentially sensitive for subsurface prehistoric and early 20th-century archaeology. Phase 1 archaeological investigation reports were accepted by the HLC for the hotel site (1992) and parking lot site (2007). Project archaeological impacts were found to be less than significant (Class 3). The archaeological reports recommended earthwork monitoring.

Changes to Project, Environmental Conditions, Evaluation Criteria, and Regulations. The HLC approved the final hotel project design on September 5, 2007 and the ABR approved the parking lot development on December 17, 2007. Grading and soil remediation on the hotel and parking lot sites was monitored per project conditions as recommended by archaeological reports, with no important cultural resources found or further mitigation required. Road improvements were subject to standard procedures for unanticipated discovery of subsurface cultural resources, with no important resources found. The City Master Environmental Assessment Guidelines for historical and archaeological resources, including the archaeological sensitivity map, were updated in 1997 and 2002.

Cultural Resources Impact Analysis of Current Project. There is no substantial change to the project EIR assessment of cultural resources impacts, and no mitigation is required beyond standard archaeological resource discovery provisions.

- Historical Resources Impacts. The project hotel and parking lot sites have no historic resources. The hotel site is located within the El Pueblo Viejo (EPV) design district and received project design review approval by the Historic Landmarks Commission. The hotel would have a substantial setback from Cabrillo Boulevard and would not negatively impact the historic Cabrillo Boulevard corridor. Project historic resources impacts would be *less than significant (Class 3)*.
- Archaeological Resources Impacts. The current MEA identifies the sites as potentially sensitive only for early 20th century era archaeology given prior disturbance from fill and debris deposits. Archaeological studies and site monitoring of earthwork yielded no important resources. Limited remaining earthwork, site preparation, and construction of the current project would have a *less than significant (Class 3)* impact. A standard construction condition which specifies contractor procedures in the event of unanticipated discovery of resources during earthwork, consistent with City General Plan policies, Master Environmental Assessment procedures, and Municipal Code provisions would be required and would further reduce adverse but less than significant impacts associated with archaeological resources.
- Other Cultural Resources Impacts. Based on prior cultural resources studies and earthwork monitoring, there is no evidence of human remains, paleontological resources, or tribal cultural resources on the project sites. Project impacts would be *less than significant (Class 3)*. The standard construction discovery procedures would apply if resources are uncovered.

In summary, project cultural resources impacts would be less than significant, and no further mitigation is required. The project would be subject to standard construction discovery procedures. The project would not conflict with cultural resources policies or regulations.

Cumulative Impacts. The 2011 General Plan Program EIR found that with extensive regulations and policies in place to address potential project-specific effects on cultural resources, cumulative cultural impacts associated with citywide growth would be less than significant. Cultural resources impacts of the hotel and parking lot projects would be less than significant and would not represent a considerable contribution to cumulative cultural resources impacts.

Geophysical Conditions

1993 Project EIR (EIR Appendix A) and Addenda. The analysis found that potentially significant impacts associated with earthquake groundshaking, liquefaction, and soil settlement would be mitigated to less than significant levels (Class 2) with incorporation of project design measures identified in the geotechnical reports

and required by Building Code. Other seismic, geologic, and soil-related impacts were identified as less than significant (Class 3).

Changes to Project, Environmental Conditions, Evaluation Criteria, and Regulations. In 2007-08, contaminated soils on the project sites were excavated and replaced with clean soils and the sites were re-compacted consistent with State and local regulations to address liquefaction and settlement hazards. State and City building codes have been updated several times since the project EIR analysis, and State and City storm water management requirements that address soil erosion have been adopted. City master environmental assessment (MEA) geologic maps and guidelines have been updated (2009 and 2012).

Geophysical Impact Analysis of Current Project. There is no substantial change to the project EIR assessment of project impacts pertaining to seismic, geologic, and soil conditions, and no mitigation is required beyond grading and building code requirements.

- Seismic and Geologic Impacts. The project has already implemented some EIR–identified mitigation for site preparation (soil overexcavation/ recompaction). The project would be required to further address geophysical hazards through project site, foundation, and building design measures identified in technical report recommendations and current code requirements, as confirmed through a new building permit process. Project seismic and geologic impacts would be *less than significant (Class 3)*.
- Soil Erosion Impacts. The grading permit process applied measures to minimize soil erosion during earthwork already completed on the project sites. The hotel project would be required to implement measures to minimize both construction-related and long-term soil erosion effects consistent with State and City regulations. Project soil erosion impacts would be *less than significant (Class 3)*.

In summary, the project design would be subject to regulatory requirements to address potential seismic, geologic, and soil hazards through the building and grading permit process, and project geophysical-related impacts would be less than significant. The project would not conflict with geophysical policies or regulations.

Cumulative Impacts. The 2011 General Plan Program EIR found that, with extensive regulations and policies in place to address potential project-specific effects pertaining to seismic, geologic, and soil hazards, cumulative impacts associated with citywide growth would be less than significant. The project would not result in a considerable contribution to cumulative seismic, geologic, or soil impacts.

Hazards and Hazardous Materials

1993 Project EIR (§§ VI. I. Hazardous Materials/Waste, H. Risk of Upset, and Appendix A – Fire Hazard and other hazards issues) and EIR Addenda. The EIR analysis identified potentially significant impacts associated with hazardous materials use, contaminated soils, and risk of upset potential from railroad proximity, all mitigated to less than significant levels (Class 2). Fire hazard was identified as a less than significant impact (Class 3).

Changes to Project, Environmental Conditions, Evaluation Criteria, and Regulations. Project-supported roadway circulation improvements were completed in 1995-96. Soil remediation was completed on the hotel site and within the paved parking area on the parking lot site in 2008. The City Fire Code was updated in 2014.

Hazards Impact Analysis of Current Project. There is no substantial change to the EIR assessment of project impacts pertaining to hazardous materials, contaminated soils, emergency response, risk of upset, and fire hazard, and no new mitigation is required. The impact classifications for hazardous materials impacts are reduced for the current project going forward, reflective of prior identified mitigation already implemented and identified mitigation addressed by current regulations.

- Hazardous Materials Impacts. Proposed hotel operations would use small amounts of typical household/commercial products containing hazardous materials for cleaning, landscaping, pool maintenance, vehicle/equipment fuels, etc. Such materials would be subject to regulations for proper storage, application, transportation, and disposal. Project impacts would be *less than significant (Class 3)*. The prior EIR identified mitigation measures requiring a hazardous materials management plan, hazardous

materials inventory statement, and hazardous materials business plan for hotel operations if stored hazardous materials exceeded threshold amounts prescribed by government regulations.

- Contaminated Soil Impacts. Past soil contamination was remediated on the project sites to standards safe for hotel and parking uses per State regulations and the Santa Barbara County Site Mitigation Unit (SMU)/Leaking Underground Fuel Tank (LUFT) Program. Impacts of the current project going forward would be *less than significant (Class 3)*. On the parking lot site, additional remediation is required in the area of the habitat restoration (El Estero drain), and a permit is pending for the parking lot site to complete soil remediation within this area. County approval of the remediation stipulates that deed restrictions be recorded on the hotel property providing notification of residual contamination levels and locations.

- Emergency Evacuation and Response. The City has response plans for emergencies (e.g., natural disasters, technological events, security incidents). Response providers (Police and Fire Departments, health care facilities, etc.) also have plans, procedures, resources, and staffing in place for response to day-to-day emergency incidents. The project sites are located about one-half mile from City Fire Station 2. Major roadway improvements installed with project funding support improved area access and circulation, including for emergency evacuation and response. The hotel site development includes installation of an emergency access road that will allow emergency vehicles to access the hotel property and the City park from Calle Cesar Chavez. Hotels have regulatory requirements to post emergency procedures. Project impacts associated with emergency response would be *less than significant (Class 3)*. EIR mitigations as part of the railroad risk of upset section below would also provide upgraded emergency preparedness.

- Risk of Upset/Railroad Impacts. The rail line directly north of the hotel parcel carries daily passenger and freight trains that pass close to the project location. The EIR analysis (using scales of 1 to 5) rated the likelihood of a derailment or collision in this location at 2 (remote, due to parallel tracks and slowing in approach to station), and rated potential severity of public or environmental damage at a 2 (minor) for derailment and 3 (serious but confined) for collision. This potentially significant impact was *reduced to a less than significant level (Class 2)* with application of several mitigation measures that would continue to apply to the current project: (1) special emergency response plan for derailment or hazardous materials spill; (2) hotel safety coordinator and posted safety procedures and evacuation routes; (3) fire sprinklering of buildings per Fire Code and Fire Chief with emphasis on areas that could be affected by train derailment; and (4) design of rear wall of fire lane for maximum resistance, and design of primary hotel structural support in central and southern portions of the site.

- Fire Hazard Impacts. The hotel project sites are located within an urban area, not within designated high fire areas, and with no wildland interface nearby. Existing fire codes and Fire Department resources and staff would adequately address this issue. Project fire hazard impacts would be *less than significant (Class 3)*. Mitigation measures listed above addressing risk of upset and measures for hazardous materials management and emergency response would also benefit fire hazard management. EIR mitigation measure for fire sprinklers and fire-resistant building materials are now code requirements.

In summary, impacts of the current hotel project associated with hazards and hazardous materials would remain less than significant. In the case of risk of upset due to railroad proximity, the impact would continue to be mitigated to a less than significant level. The project would not conflict with policies or regulations pertaining to hazards. Project EIR mitigations access/circulation improvements have already been implemented. Project EIR mitigations for soil remediation has been substantially completed, with some additional remediation required within the habitat restoration area. Earlier project EIR mitigations for hazardous materials business plans, emergency evacuation plans, and fire code building provisions are now regulatory requirements.

Cumulative Impacts. The 2011 General Plan Program EIR found that, with extensive regulations and policies in place that address potential project-specific effects pertaining to hazards and hazardous materials along with identified programmatic mitigations, cumulative hazard impacts associated with citywide growth would be less than significant. The project would be part of the incremental growth assumed in the analysis. Project impacts would not constitute a considerable contribution to cumulative hazard impacts.

Noise

1993 Project EIR (§VI.E Noise) and Addenda. The EIR identified significant short-term construction noise and vibration impacts associated with pile driving for hotel construction, with foundation design/construction technique measures applied to partially mitigate (Class 1). Short-term construction noise effects on surrounding uses would be mitigated to less than significant levels with standard equipment requirements and limitations to construction hours (Class 2). Long-term ambient noise effects to interior noise levels for hotel guests would be mitigated with requirements for window and ventilation design, and a barrier wall on the northern property boundary (Class 2). Long-term noise impacts from hotel rooftop mechanical equipment affecting hotel and park users would be mitigated with equipment design and placement, and noise attenuation measures (Class 2). Exterior noise effects to hotel users from background noise levels and from periodic louder noise from railroad, park events, etc., were identified as adverse but not significant (Class 3), with recommended measures identified for public address system use limitations and railroad track maintenance.

Changes to Project, Environmental Conditions, Evaluation Criteria, and Regulations. The current City master environmental assessment (MEA) noise map (updated 2007) continues to identify average ambient noise levels at the hotel sites between 60 and 70 decibels (dBA) using the Day-Night Noise Level scale (Ldn), with noise largely due to vehicle traffic from nearby roadways. Current updated California and City Building Code requirements require that interior average noise levels for hotel rooms be 45 dBA Ldn or lower. Technological advances have reduced the noise levels of most commercial equipment such as the planned hotel roof-mounted equipment. Much of the project site preparation and grading activities on the hotel and parking lot parcels have already been completed.

Noise Impact Analysis of Current Project. There is no substantial change to the project EIR noise impact evaluation, and no new mitigations are required.

Long-Term Noise Impacts (Project Operations)

- Interior Noise Impacts. The project could provide guest rooms meeting interior noise standards through compliance with code regulations and application of EIR mitigation measures: (1) mechanical ventilation that allows closing of windows, and (2) a noise barrier wall along the northern lot line. Potentially significant interior noise impacts would be *mitigated to a less than significant level (Class 2)*.
- Exterior Noise Impacts. The hotel location would have average ambient outdoor noise levels of 70 dBA Ldn or less, the level identified in the General Plan and Local Coastal Plan (LCP) as acceptable for hotel use. Impacts pertaining to exterior noise impacts would be *less than significant (Class 3)*. The barrier wall mitigation identified above would further reduce noise levels, benefiting outdoor activities. Periodic louder noise effects to hotel users from nearby land uses (e.g., railroad, park public address system, industrial uses) would be adverse but *less than significant (Class 3)*.
- Project Contribution to Ambient Noise. The long-term use of the hotel and parking lot operations would contribute a slight amount of noise to the area similar to that of surrounding uses and would not substantially raise background noise levels of the area. Potential noise impacts to park and hotel users from hotel rooftop mechanical equipment would be mitigated to a *less than significant level (Class 2)* through equipment design, placement, and shielding.

Short-Term Noise and Vibration Impacts (Project Construction)

- Pile Driving. Temporary noise and vibration associated with pile driving for hotel construction could have a significant effect to nearby land uses, such as the nearby park and hotel. Identified mitigation to use alternative foundation design or construction techniques with lower noise levels if technically feasible, and to conduct test drilling and incorporate strategies to address vibration effects at nearby buildings, could partially reduce impacts, but short-term noise and vibration impacts remain *significant and unavoidable (Class 1)*.
- Earthwork and Construction. Most of the site grading has been completed, and additional site preparation/grading would mainly involve building foundation and footings. The project grading and

construction processes, estimated at 1½-2 years in duration, would create temporary, intermittent loud noise that could affect surrounding park and hotel uses, a potentially significant impact. With identified mitigation measures to apply standard equipment mufflers/maintenance, and limitations to construction hours, short-term construction noise effects would be *mitigated to less than significant levels (Class 2)*.

In summary, most short-term construction-related noise impacts would be mitigated to less than significant levels. However, if the project proceeds with a foundation supported by piles, significant short-term ground borne noise/vibration impacts from pile installation could result. Long-term noise would be less than significant relative to the effects of ambient noise on exterior activities, and would be mitigated to less than significant levels for interior noise levels and project mechanical equipment noise. The project would not conflict with noise policies and ordinance provisions.

Cumulative Impacts. The General Plan EIR (2011) found that with compliance of individual projects to current noise policies and regulations, and identified programmatic mitigation, cumulative noise impacts associated with citywide growth would be less than significant, including highway-generated noise from increasing traffic. The project would be part of the growth assumed in the EIR analysis, and the project would result in additional daily vehicle trips from guests and employees. However, added traffic trips would be incremental and not a considerable contribution to cumulative highway noise impacts.

Population and Housing/ Growth-Inducing Impact

1993 Project EIR (§X. Growth Inducement, Appendix A) and Addenda. The analysis identified that the hotel project would generate temporary construction jobs and long-term hotel employment growth with associated housing demand. Hotel employment of 281 full- and part-time positions was analyzed for likely recruitment locally and from outside the area, based on local experience of the DoubleTree and Biltmore hotels. The analysis estimated that 30 low- or moderate-income employees would be expected to be recruited as permanent employees from outside the area, for an additional estimated housing demand of 22 affordable housing units. Housing effects were addressed by housing ordinance provisions for an in-lieu affordable housing fee as a condition of project approval.

Changes to Project, Environmental Conditions, Evaluation Criteria, and Regulations. The City housing mitigation ordinance was repealed in 1995 and conditions on approved projects requiring affordable housing construction or in-lieu fees were eliminated, including for this project. City Council found at that time that, with growth controls and housing programs in place, the anticipated level of non-residential development would not create a significant impact on the Santa Barbara South Coast housing market that would necessitate the ordinance program. They also found the mitigation ordinance approach to be ineffective and outdated, and that programmatic and policy approaches were more effective. Housing development constructed within the City (including both subsidized and market built units, and for-sale and rental units within a range of prices) is estimated at 622 units in the period of 1992-1999, 722 units in the period of 2000-2007, and 592 units in the period of 2008-2014. A total of 2,341 affordable (very low- to low-income) rental units were either constructed or acquired through redevelopment funds and approximately 465 affordable (very low- to upper-middle-income) ownership units were constructed in the period of 1992-2007 (Source: Planning Division growth management tracking).

Housing/Growth-Inducing Impact Analysis of Current Project. There is no substantial change to the project EIR analysis of housing effects, however the impact classification is reduced consistent with current City circumstances, policies, and programs. In 2012, as part of ordinance amendments for implementation of the City's growth management program, City Council eliminated project-specific housing findings, with consideration of evidence of development circumstances and trends (including local trends towards mixed-use development and limits on nonresidential development), and City policies in place to support workforce, rental and affordable housing.

The hotel project would generate short-term construction jobs and long-term hotel employment, as estimated in the project EIR. Hotel staffs include some low salary employees which can contribute to increased affordable

housing needs. Project employees would be expected to reside within a range of areas, including in the City, on the South Coast, and within the larger region. The project would not involve substantial employment growth that would substantially increase population or housing demand beyond planned levels, a *less than significant impact (Class 3)*, and no mitigation is required. The project would not conflict with City growth or housing policies.

Cumulative Impacts. Many factors outside of City land use and housing policies contribute to the overall jobs/housing balance (e.g., larger economic forces, property values/housing costs, employee retirements/replacements, individual choices for where to reside, etc.). A portion of individuals employed within the City reside outside of the City. The 2011 General Plan Program EIR identified that, taken together, the small increment of new growth anticipated within the City in the coming decades would likely balance jobs and housing and would not have a significant cumulative effect to worsen the jobs/housing balance. This assessment is supported by Plan policies limiting non-residential development and supporting affordable and workforce housing development. The project would be within growth assumptions for the citywide General Plan analysis. Hotel employment would incrementally contribute to jobs and housing demand, but would not represent a considerable contribution to a cumulative effect worsening the jobs/housing balance.

Public Services and Utilities

1993 Project EIR (Appendix A §§13 –Water and 9 Public Services) and Addenda.. The analysis found that project effects associated with water supply, sewage collection/disposal, storm water drainage, solid waste collection/disposal, fire protection, police protection, and schools would be less than significant (Class 3).

Changes to Project, Environmental Conditions, Evaluation Criteria, and Regulations. Since the EIR analysis, regulations and programs have been adopted toward reducing water consumption and reducing solid waste landfill disposal. Curbside recycling pick-up is in place and the City has an adopted ordinance requiring recycling of construction waste. An updated Long-Term Water Supply Plan was adopted in 2012. Water demand factors for estimating project water use were updated in 2009. Temporary drought management water conservation regulations are presently in place. The City Storm Water Management Program (SWMP) was adopted in 2006, and an implementing ordinance was adopted in 2013. Santa Barbara County solid waste impact significance thresholds used by the City were adopted in 1993.

Public Services and Utilities Impact Analysis of Current Project. All City services and utilities are available to the project sites. There is no substantial change to the EIR analysis of project impacts on services and utilities, and no new mitigation measures are required.

- Water. The project total water use is estimated to be 30 acre-feet per year based on updated demand factors. The site location is near reclaimed water lines, and it is expected that some or all of project landscaping water would feasibly use reclaimed water in accordance with State Water Code and City ordinance provisions, which would lower the estimated annual potable water consumption. The project would be subject to water-conserving requirements of the building code (e.g., low-flow fixtures) and ordinance landscape design standards for water conservation (e.g., low water use irrigation system, drought-tolerant landscaping).

  The City is experiencing a multi-year regional drought and has measures in place per adopted drought management plans for securing additional supplies and citywide water use regulations and rates to conserve water. The project building, operations, and landscaping would be required to comply with applicable City water-conserving regulations.

  The 2011 City General Plan Program EIR and Long-Term Water Supply Plan evaluated water resource needs and diverse sources for supporting existing development and a small increment of growth, with recognition of periodic drought conditions. At the time the Program EIR was prepared, the 150-room hotel and parking lot project was included as an approved/pending project analyzed as part of anticipated growth. The Program EIR analysis determined that there would be adequate long-term water supply and

distribution/treatment facilities to support planned citywide growth. Project water use would represent a *less than significant impact (Class 3)* on water supply and facilities.

- Wastewater. Project wastewater generation is estimated to be 28 acre-feet/year. The project is part of estimated growth analyzed in the 2011 General Plan Program EIR, which concluded adequate wastewater collection and treatment capacity and facilities for planned citywide growth. The project impact on wastewater facilities would be *less than significant (Class 3).*
- Storm Water. The 1993 EIR concluded that there would not be significant increases in runoff or substantial impacts to existing public drainage systems based on hydrological and hydraulic reports. The parking lot parcel would drain to a detention basin and then the El Estero drain, as addressed in the EIR addendum of 2007. Additional storm drainage lines and drop inlets were installed in conjunction with the park expansion project and Calle Cesar Chavez improvements, with sizing and location anticipating the hotel development. The project would have a *less than significant impact (Class 3)* on storm water facilities.
- Solid Waste. Short-term construction-generated waste is estimated to be 1,738 tons, with 80% anticipated to be recycled (1,389.5 tons) consistent with City ordinance requirements, for a residual 348 tons for landfill disposal, which is less than the impact significance guideline of 350 tons. Long-term solid waste generation is estimated at 120 tons/year, and with curbside recycling in place, it is anticipated that at least 50% would be recycled, leaving a residual of 60 tons/year for landfill disposal, which is less than the significance guideline of 196 tons/year. The project solid waste impact would be *less than significant impact (Class 3).*
- Other Facilities and Services (Police, Fire, Schools, Utilities). The project site is within City jurisdiction for police and fire protection services and the project can be served with existing resources and staffing. Schools within the Santa Barbara Unified School District are not designated as overcrowded and could accommodate additional students associated with project employees. It is expected that project employees would reside in various areas and their children would attend a variety of schools within the City and surrounding region. The project sites could be served by electric, natural gas, and communications utilities. Project impacts associated with these public facilities and services would be *less than significant (Class 3).*

In summary, all services would be available for the project, and the project would have less than significant impacts on services and facilities, including for water, wastewater, storm water, solid waste, police, fire protection, schools, and gas, electric, and communications utilities. The project would not conflict with public services policies or regulations.

Cumulative Impacts. Cumulative water, public services, and utility impacts associated with citywide growth were found to be less than significant in the 2011 General Plan Program EIR with compliance with policies and regulations for individual projects, and identified City programmatic mitigation. Facilities, service levels, staffing, and other resources are provided through ongoing planning and budget processes of the City, districts, and service providers. The project would be constructed and operated consistent with current regulations for water use and conservation, energy conservation, recycling and waste management, school fees, etc., which would reduce project effects. The project would not result in a considerable contribution to public services and utility impacts.

Recreation

1993 Project EIR (§VI J Recreation) and Addenda. The EIR identified that recreational demand generated by the hotel and youth hostel projects would constitute a less than significant impact (Class 3) and would also be offset by the Chase Palm Park expansion project required by the Specific Plan. The three projects would have a beneficial effect to recreation facilities and support facilities.

Changes to Project, Environmental Conditions, Evaluation Criteria, and Regulations. Since the EIR analysis, the hotel project applicant donated five acres for the Chase Palm Park expansion project (completed in 1996), and provides park maintenance fees of $62,500 annually to the City.

Recreation Impact Analysis of Current Project. There is no substantial change to the EIR project recreation impact analysis, and no further mitigation is required.

- Recreational Demand. The hotel project provides added lodging capacity and parking for recreational visitors. No on-site recreational facilities are proposed as part of the project. It is estimated that the hotel and youth hostel projects would generate a 15% increase in area recreational demand (45 additional daily visitors to Waterfront area parks), a *less than significant impact (Class 3)*. The Chase Palm Park expansion project supported by the hotel project and ongoing park maintenance fees offset this impact.
- Recreational Facilities. The hotel project would not result in loss of or interference with the adjacent park. The current condition of the park near the hotel lot line is somewhat degraded, and this transition area is proposed to be re-landscaped as part of the hotel project development. The Park project and re-landscaping would constitute a *beneficial effect (Class 4)*.

In summary, the project parkland contribution and park maintenance fees, and proposed adjacent (transition area) park landscape improvements offset the project's less than significant impact associated with increasing recreational demand, and results in benefits for recreational facilities and uses.

Cumulative Impacts. Cumulative recreational impacts associated with citywide growth were found to be less than significant in the General Plan EIR (2011). The project would have an incremental effect on recreational demand that would not constitute a considerable contribution to cumulative impacts. By dedicating five acres to the Chase Palm Park expansion, providing an annual maintenance fee, re-landscaping the hotel/park transition area, and providing additional lodging and parking for recreational visitors, the project would benefit recreation resources.

Transportation and Circulation

1993 Project EIR (§VI.A Traffic & Circulation) and Addenda. The EIR analysis identified intersections near Highway 101 that were congested during peak hours: the Milpas southbound off- and on-ramps, the Milpas on-ramp at Carpinteria Street, and the Cabrillo Boulevard ramps near Hot Springs Road. The hotel project trip generation was identified as 1,296 average daily trips (ADT) and 108 peak hour trips (PHT) based on Institute of Traffic Engineers (ITE) hotel trip generation rates. When distributed, project-specific peak-hour traffic impacts were determined to be less than significant. Potentially significant cumulative impacts were identified at the Highway 101/ Hot Springs ramps during peak hours. Potentially significant project effects associated with site access and circulation and cumulative traffic were identified. Project mitigation measures were applied, including roadway and pedestrian circulation improvements, funding of a traffic signal at the Highway 101/Hot Springs intersection, transportation demand management measures, and a parking agreement, which together reduced project impacts to less than significant levels for circulation and access (Class 2) and to less than significant level for cumulative traffic impacts. Short-Term construction-related traffic effects were identified as potentially significant but mitigated to less than significant levels with identified mitigation measures for construction routing, queuing, and parking plans (Class 2). Transit stops and bicycle lanes were determined adequate to serve the project (Class 3 impact).

Changes to Project, Environmental Conditions, Evaluation Criteria, and Regulations. Since certification of the EIR, the transportation setting around the project sites has changed in ways that have improved circulation. A new travel lane was constructed on US Highway 101 between Milpas Street and San Ysidro Road, which created a twelve-mile segment on Highway 101, from Fairview Avenue to San Ysidro Road, with three travel lanes each way. Other US Highway 101 improvements included reconfiguring the Milpas Street on-/off-ramps, closing the northbound Hot Springs Road off-ramp, and adding a roundabout at Hot Springs Road and Coast Village Road.

Project circulation improvements have been installed, including Calle Cesar Chavez and Garden Street extensions to the Waterfront; roadway and pedestrian improvements to Calle Cesar Chavez, Garden Street and Cabrillo Boulevard; and project funding toward a traffic signal improvement at Highway 101 / Hot Springs ramps, which was ultimately installed as a roundabout rather than signal.

Traffic conditions in the City have varied over time. Updated citywide traffic counts and traffic model analysis were conducted for the 2011 General Plan update, identifying 27 intersections that were either impacted or could become impacted by 2030 with anticipated growth. Council findings deemed the citywide significant cumulative traffic effects to be acceptable due to overriding considerations of General Plan benefits.

The Growth Management Program ordinance and Traffic Management Strategy were adopted in 2013. The City traffic impact significance threshold for project-specific impacts was updated in 2014. The State CEQA Guidelines were amended to delete vehicle parking as a CEQA environmental impact issue.

Transportation and Circulation Impact Analysis of Current Project. A traffic analysis of the current project was conducted, which demonstrated that impacts of the project going forward would be less than the impacts identified in the project EIR.

- Short-Term Construction-Related Traffic Impacts. The estimated construction period of the project is approximately 24 months and the number of workers would vary among different stages of construction. With most site preparation and grading completed and the hotel no longer proposing below grade parking, the amount of construction traffic arriving and departing during the workday would be reduced to employee commutes, material and equipment deliveries, and periodic hauling of construction waste. Remaining earthwork activities for the hotel parcel would be approximately one month in duration, and approximately one week for the parking lot parcel. During that period, there would be a small number of workers (15 to 20) limited to equipment operators and support personnel. With consideration of traffic levels in the area and the duration of the grading and construction process, temporary construction-related traffic would represent an adverse but *less than significant impact (Class 3)*.

- Long-Term Traffic Impacts. The following analysis uses trip generation rates from the City travel demand model. The proposed hotel and parking lot site is in Model Area 2, which represents a portion of the Downtown grid. Land use trip-making characteristics in this Model Area are lower than in the outlying areas of the City, and lower than the generalized rates identified in the ITE manual and used in the project EIR. The project's morning (AM) Peak Hour Trip (PHT) generation rate is 0.14 trips per 1,000 (gross) square feet of hotel building area and the afternoon (PM) PHT rate is 0.19 trips per 1,000 square feet.

  The 142,000 square foot hotel project would generate estimated net traffic increases of 293 average daily trips (ADT) and 19 AM and 26 PM PHT. When distributed to the surrounding street system, these trips added to the City grid would not use one percent or more of the intersection capacity at any of the 27 intersections identified as either currently impacted during peak travel times or potentially impacted by the year 2030. Therefore, the project-specific traffic impact would be *less than significant (Class 3)*.

- Circulation and Safety Hazard Impacts. The project had the potential to significantly affect vehicle access and circulation in the area, as well as pedestrian circulation. Identified roadway and pedestrian improvements that bettered access and circulation in the area have been installed, thereby mitigating the potential project impacts. The current project impacts going forward would be *less than significant (Class 3)*.

- Bicycle, Pedestrian, and Transit Impacts. Both Cabrillo Boulevard and Calle Cesar Chavez Street have bicycle lanes parallel to the project's street frontage. There is existing sidewalk and parkway along the project frontage, which was constructed in 1995 as part of the original Development Agreement, and will continue to serve the area's pedestrian needs. Existing Metropolitan Transit District (MTD) and Downtown shuttle service and bus stops in the area are adequate to serve the project. Project impacts associated with pedestrian, bicycle, and public transit facilities would be *less than significant (Class 3)*.

Cumulative Impacts. Citywide vehicle traffic counts and traffic model analysis were conducted for the 2011 General Plan, identifying 13 intersections that were already impacted during peak hours and up to 14 additional intersections that could become impacted by 2030 with anticipated growth, a significant cumulative traffic impact. Anticipated impacts are lessened by City policies and programs supporting growth limits; focused mixed-use development; multiple modes of transportation; roadway improvements; and programs to reduce trip generation. The hotel project traffic would be part of the assumed citywide growth and would contribute to the cumulative traffic effects identified in the Program EIR. City Council adoption of the 2011 General Plan included a statement of overriding considerations finding that the benefits of the General Plan outweighed the significant cumulative traffic impacts, deeming the impacts acceptable. These Council findings are applicable for the current project.

Water Quality and Hydrology

1993 Project EIR Appendix A and Addenda. The project EIR and addenda identified hotel and parking lot development impacts associated with water quality and tsunami as less than significant (Class 3). Potential drainage and flooding effects were evaluated with hydrologic and hydraulic studies. With project components addressing drainage and flooding potential, potential project impacts were identified as mitigated to less than significant levels (Class 2).

Changes to Project, Environmental Conditions, Evaluation Criteria, and Regulations. Since the project EIR analysis, additional storm drainage lines and drop inlets were installed in conjunction with the Chase Palm Park expansion project and Calle Cesar Chavez improvements, with sizing and location anticipating the hotel development. Reclaimed water will be available in the area for landscaping. State and City Storm Water Management Program (SWMP) policies have been adopted with provisions toward reducing storm water run-off and improving water quality. The City Creeks Division also implements water quality programs. Potential future effects on projects from sea level rise induced by climate change is now evaluated as part of impact analysis.

Water Quality and Hydrology Impact Analysis of Current Project. There is no substantial change to project water quality and hydrology impacts identified in the EIR, and current regulatory requirements would provide for further reduction in potential storm water-related effects.

- Groundwater Impacts. The project involves no wells, septic systems, or other devices that could affect groundwater quantity or quality. Soil remediation of the hotel site and a portion of the parking lot site was completed consistent with State and local regulations. Additional remediation in the area of the restoration is still required on the parking lot site, consistent with State and local regulations. It is likely that reclaimed water would be used for project landscaping, which would not pose a risk to groundwater due to the treatment it receives at the El Estero Wastewater Treatment Plant. Impacts to ground water quantity or quality would be *less than significant (Class 3)*.

- Drainage, Storm Water Runoff, Flooding Impacts. A hydraulic report dated November 12, 2004 prepared by MAC Design Associates indicates that the peak runoff flow rate has been accounted for in the design of the project. The current project proposal includes a detention basin to handle the increased runoff from the parking lot, and the basin treats the runoff to reduce pollutants from entering the El Estero drain. The hotel site is not located in a mapped Federal Emergency Management Agency (FEMA) flood hazard zone (it is higher than the elevation of the 0.2-percent-annual-chance flood) or an area prone to regular flooding, and the project would not substantially alter the course or flow of floodwaters. The parking lot parcel is located partially within a 100-year floodplain (Zone A) and that portion of the lot would not be developed, because it is a long, narrow portion of the lot that is mainly occupied by the El Estero Drain and this area will be restored as part of the project. Project hydrology and water quality impacts would be *less than significant (Class 3)*.

- Impacts to Creeks. The Chase Palm Park expansion project included a restoration plan for the Laguna Channel drainage area and wetland near the hotel. The hotel parcel is not located adjacent to a creek or

other watercourse, and would not alter or impact a creek with erosion, siltation, flooding, or degradation of water quality or biological resources. The project description for the parking lot includes a buffer of approximately twenty-five feet from top-of-bank and habitat restoration of the El Estero Drain, including trash and non-native plant removal, and planting of native vegetation. Compliance with storm water management regulations on the parking lot site would address project water quantity and quality of storm run-off. Impacts to creek water resources from the current hotel project would be *less than significant (Class 3)*.

- Tsunami Impacts. The hotel site is located approximately 400 feet from the coastline at an elevation of 10–12 feet above sea level, and is within a designated tsunami hazard zone. The risk of a tsunami is identified as infrequent (Source: Griggs and Russell, 2012). With existing emergency procedures in place (evacuation signage, public information plans), tsunami risk is considered *less than significant (Class 3)*.
- Sea Level Rise Impacts. The current median high water line for Santa Barbara is approximately 53 inches above sea level. The most recent available data indicates that during the estimated 75-year or greater life expectancy of the proposed hotel project, a rise in sea level would range from a minimum of 17 inches to a maximum of 66 inches (National Resource Council 2012 & State Ocean Protection Council 2013 Sea Level Rise Projections for Year 2100). The proposed finished floor elevation of the hotel project is approximately 12'-6" above sea level, approximately 2'-7" above the highest estimated projection of sea level rise, potentially occurring at the end of the project's economic life. The site could be affected periodically by increasing storm surge events. Impacts from sea level rise would be *less than significant (Class 3)*.

Cumulative Impacts. The 2011 General Plan program EIR found cumulative water quality and hydrology impacts associated with citywide to be less than significant with programmatic mitigations identified in the EIR and application of project-specific regulations (e.g., storm water management). Project effects on water quality and hydrology would be incremental, and would not result in a considerable contribution to cumulative water quality or hydrology impacts. The Program EIR analysis identified a potentially significant future citywide effect from climate change-induced sea level rise, to be addressed through identified future City adaptive management programs.

CEQA FINDING AND DETERMINATION

Based on the Initial Study dated December 14, 2015 and the above Addendum review of the current project, and in accordance with State CEQA Guidelines Section 15162, no subsequent Negative Declaration or Environmental Impact Report is required for the current project, because new information and changes in environmental circumstances and criteria, project description, impacts, and mitigations are not substantial and do not involve new significant impacts or a substantial increase in the severity of impacts identified previously in the project EIR and prior EIR addenda.

In accordance with Guidelines Section 15164, an Addendum to the certified project EIR is the appropriate CEQA environmental document to identify and document minor changes to the prior EIR analysis to make the EIR adequate for the current project. This EIR Addendum identifies the current project and minor changes to the project impact analysis. Short-term construction-related noise is identified as a significant impact. Project-related traffic generation would constitute a considerable contribution to significant cumulative traffic impacts. Other environmental impacts of the project would be less than significant or mitigated to less than significant levels with application of identified mitigation measures. This addendum, together with the project Environmental Impact Report (SCH#92091038) and prior EIR addenda, constitutes adequate environmental documentation in compliance with CEQA for the current project.

Prepared by: Allison De Busk, Project Planner Date: 1-14-16

Reviewed by: Renee Brooke Date: 1/27/16
Renee Brooke, City Planner

Exhibit A - Project Site Plan and Elevation

Fess Parker's Waterfront Hotel

433 East Cabrillo Blvd., Santa Barbara, CA

Gensler
Architect of Record
2500 Broadway, Suite 300
Santa Monica, CA 90404
310.449.5600
Contact: Greg Burnett

ADM International, Inc.
Program Manager
1999 South Bascom Avenue, Suite 700
Campbell, CA 95008
408.879.2678
Contact: Allen Moyer

Contractor
General Contractor
Address
State, City Zip
555.555.5555
Contact:

Henry Lenny Design Studio
Architectural Designer
1024 Cindy Lane
Carpenteria, CA 93013
805.566.3835
Contact: Henry Lenny

Wilson & Associates
Interior Designer
8383 Wilshire Blvd., Suite 611
Suite 611
323.651.3234
Contact: Stacey Crockett

Suding Design
Landscape Architect
430 East Carillo Street
Santa Barbara, CA 93101
805.965.3063
Contact: Phil Suding

Mac Design Associates
Civil Engineers
1933 Cliff Drive, #6
Santa Barbara, CA 93101
805.957.4748
Contact: Michael Caccese

Nabih Youssef & Associates
Structural Engineers
800 Wilshire Boulevard, Suite 200
Los Angeles, CA 90017
213.688.3099
Contact: David Chieng

PBS Engineers
Mech./Elect./Plumb. Engineers
2100 East Route 66, Suite 101
Glendora, CA 91740
626.650.0350
Contact: Kunal Shah

Lighting Design Studio
Lighting Design
28039 Smyth Drive, Suite 101
Valencia, CA 91355
661.702.1599
Contact: John Decker

Theodore Barber Consulting
Food Service Design
1715 East Bay Drive, 2nd Floor
Largo, FL 33771
727.581.5522
Contact: Ted Barber

Emmaco Prentiss, Inc.
Audio - Visual Engineer
648 Winston Avenue
San Marino, CA 91108
626.799.9993
Contact: John Mayberry

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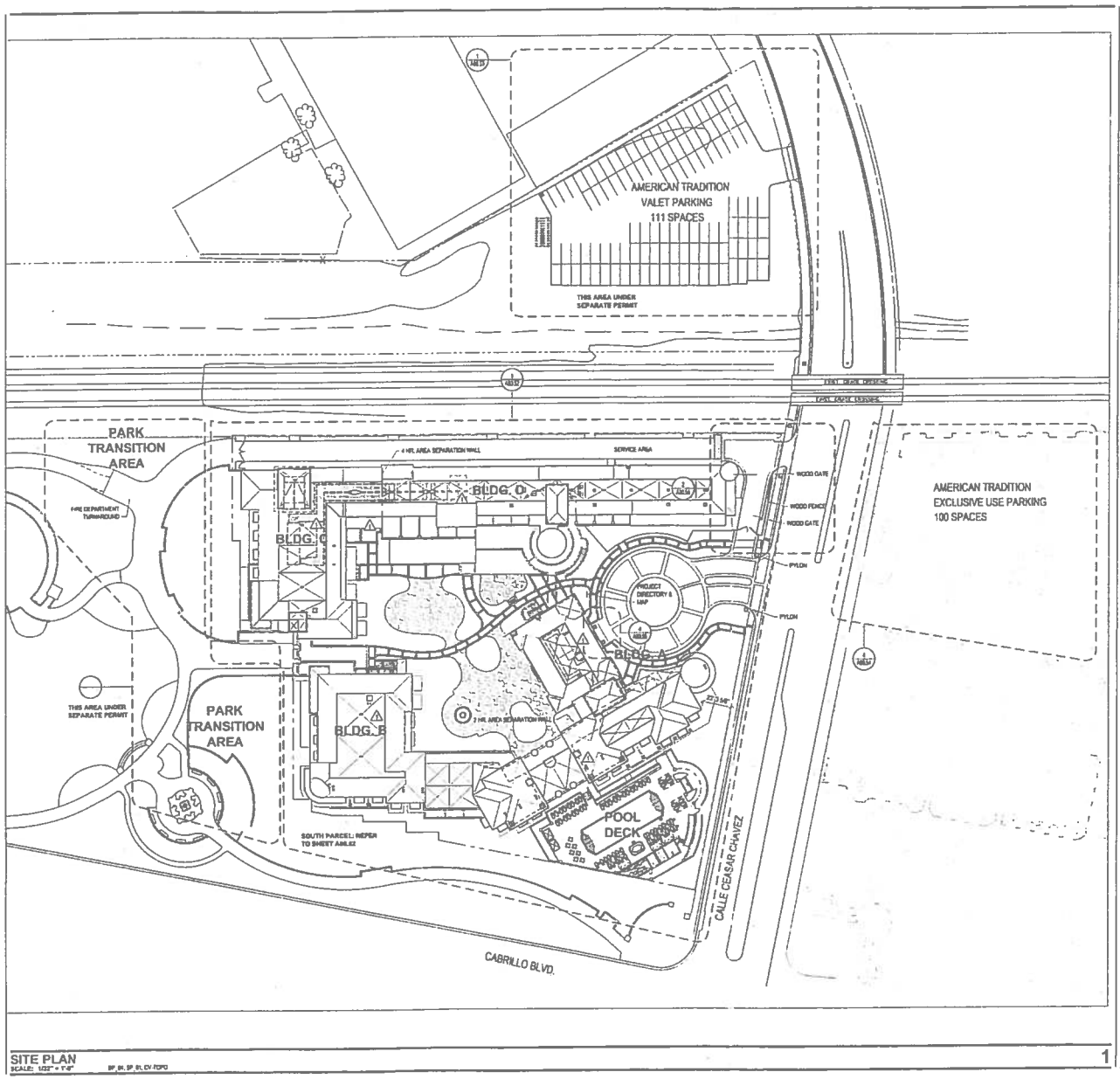
AUGUST 8, 2007
ISSUED FOR BID



SITE PLAN
SCALE: 1/32" = 1'-0"

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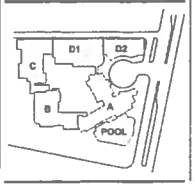
KEY NOTES

SHEET NOTES

KEY PLAN



FESS PARKER'S WATERFRONT HOTEL

433 EAST CABRILLO BLVD.
SANTA BARBARA, CA

Gensler

2000 Broadway
Suite 300
Santa Monica CA 90404
Telephone 310 449 3600
Facsimile 310 449 3330

-	9	04/14/08	-	MEC
		FOR CONSTRUCTION SET (PRELIMINARY)		
10		05/27/08	-	MEC
		RECORD PLAN CHECK RESUBMITTAL		
11		06/27/08	ADDENDUM NO. 2	- MEC
		FRAMING REVISIONS		
12		08/05/08	-	MEC
		THIRD PLAN CHECK RESUBMITTAL		

FESS PARKER'S
HOTEL

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SITE REFERENCE PLAN

A00.51

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TRUE NORTH

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