

ATTACHMENT-~~3F~~

15164 ADDENDUM FOR THE MIRAMAR BEACH RESORT AND BUNGALOWS PROJECT

TO: ~~Montecito Planning Commission~~ Santa Barbara County Board of Supervisors

FROM: Anne Almy, Supervising Planner
Development Review Division, Planning and Development
Planner Contact: Nicole Lieu

DATE: ~~November 21, 2014~~ March 24, 2015

RE: CEQA Determination: Finding that CEQA section 15164 (Addendum) applies to the Miramar Hotel and Bungalows Development Plan Revision, Case No's: 14RVP-00000-00063, 14AMD-00000-00010, 14AMD-00000-00011, 14CDP-00000-00086, 14CDP-00000-00090, and 14CDP-00000-00091. CEQA section 15164 allows an addendum to be prepared when only minor technical changes or changes which do not create new significant impacts would result. The Environmental Impact Report (08EIR-00000-00003), Mitigated Negative Declaration (00-ND-003) and December 9, 2008 and March 11, 2011 Addenda to 00-ND-003, prepared for Development Plan 07RVP-00000-00009 (as amended by 10AMD-00000-00010), are hereby amended by this 15164 letter for 14RVP-00000-00063, 14AMD-00000-00010, and 14AMD-00000-00011, 14CDP-00000-00086, 14CDP-00000-00090, and 14CDP-00000-00091.

Location: The project is located at 1555 South Jameson Lane in the First Supervisorial District, APN: 009-371-003, -004, 009-372-001, 009-343-010 and 009-333-010, 009-344-008, and 009-010-002

Background:

On December 9, 2008, the Board of Supervisors approved the Miramar Beach Resort & Bungalows project (Case Nos. 07RVP-00000-00009, 07CUP-00000-00045, 07CUP-00000-00046, 07CUP-00000-00047, 08CUP-00000-00005, 08GOV-00000-00014, and 08CDP-00000-00054.) The abbreviated description for the project approved at that time is as follows:

Redevelopment of the Miramar Hotel with all new buildings (all existing buildings to be demolished) totaling approximately 401,541 gross (170,150 net) square feet, including a main building with a lobby, meeting rooms and conference facilities, back-of-house areas, and underground parking; a ballroom; a spa, a Beach Club with expanded membership; 192 guest rooms; two restaurants and a beach bar; two pools and two tennis courts; new landscaping; new 10-foot high sound wall; four employee dwellings; and abandonment of the north-south segment of Miramar Avenue with approximately 36,300 cubic yards of cut and 46,100 cubic yard of fill with 10,000 cubic yards to be imported.

A Negative Declaration (00-ND-003) was prepared for a previously approved (Schrager) Miramar hotel project at the site. A Subsequent focused EIR (08EIR-00000-00003) and Addendum dated December 9, 2008 analyzed the project's impacts to the environment and was certified by the Board of Supervisors for the 2008 approved project. 08EIR-00000-00003 was focused on historic resources only, whereas 00-ND-003 and its Addendum dated December 9, 2008 analyzed the remainder of environmental impact areas.

On March 15, 2011 the Board of Supervisors approved an amended project (Case No's: 10AMD-00000-00010, 11CDH-00000-00001, 11AMD-00000-00002, 11AMD-00000-00003, 11AMD-00000-00004, 11AMD-00000-00005) to reduce the scope of the 2008 approved project. Changes in the 2011 approved project included elimination of the Ballroom building and relocation of the ballroom use into the Main building, elimination of the Beach & Tennis Club building, elimination of the tennis courts, reduction in the number of guest rooms from 192 to 186, removal of one level of underground parking, creation of a new landscaped surface parking lot in the eastern portion of the site, a reduction in the maximum allowable attendance for events from 600 persons to 500 persons, a reduction in the available retail space, and a reduction by nearly half in fill material to be placed in the flood plain of Oak Creek.

In an effort to improve hotel operations and improve compatibility of the project with the surrounding community, on August 1, 2014 the applicant applied to revise the March 15, 2011 approved project. While the overall plan layout and amenities to be provided by the resort have not changed significantly, a number of reductions would be made to the proposed revised project including elimination of the spa building previously located in the northwestern portion of the site, elimination of all underground parking and creation of a new surface parking lot in the previous location of the spa building, reduction in the number of guest rooms from 186 to 170, a reduction in the maximum allowable attendance for events from 500 persons to 400 persons, a reduction in the available retail space, and a redesign of the architectural style of the hotel consistent with the "Cottage Type Hotel" tradition within the Montecito Community.

CEQA Guidelines Section 15162

CEQA Section 15162 states the following:

When an EIR has been certified or a Negative Declaration adopted, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions of the EIR or Negative Declaration due to

involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects; or

(3) New information of substantial importance which was not known could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified or the Negative Declaration was adopted, shows the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration.

(B) Significant effects previously examined will be substantially more severe than previously shown in the previous EIR.

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent decline to adopt the mitigation measure or alternative.

No substantial changes to the proposed revised project are proposed that would cause new significant environmental effects or a substantial increase in severity of previously identified significant effects. The overall plan layout and amenities to be provided by the resort remain generally the same and a number of reductions in the scope of the project are proposed. Proposed reductions include elimination of the spa building, a reduction in overall square footage, elimination of all underground parking, reduction in the number of guest rooms and reduction in the maximum allowable attendance for events. As discussed in detail herein, updated studies in the areas of transportation/circulation, water resources/flooding, and noise all show a reduction in potential impacts as compared to the 2011 approved project. No substantial changes have occurred with respect to the circumstances under which the proposed revised project is being undertaken, no new significant effects have been identified and there would be no substantial increase in severity of previously identified significant effects. As discussed in detail herein, no increase in the severity of impacts would occur, and in many cases a reduction in impacts would occur, including in the areas of aesthetics, air quality, biological resources, geologic processes, noise, transportation and water resources/flooding. No new information of substantial importance shows that the proposed revised project would have significant effects not discussed under the previous environmental review for the 2011 and 2008 approved projects, no significant effects would be substantially more severe than previously shown, and no new mitigation measures or alternatives have been found feasible that the applicant has declined to adopt.

Changes in Project Impacts:

1. AESTHETICS/VISUAL RESOURCES

The 2011 approved project included a two-story, fairly continuous building mass along South Jameson Lane including the Main building, Jameson Lanai buildings, and the Spa building. Under the proposed revised project, the Main building has been setback significantly (up to 100 feet) from Jameson Lane, the Jameson Lanai buildings have been staggered to accommodate larger pockets of vegetation between the structures and South Jameson Lane, and the Spa building has been eliminated and replaced with a surface parking lot. A new Theater building is proposed between the Main building and South Jameson Lane, but it would not be located closer to Jameson Lane than the Main building in the 2011 approved project. The 2011 approved project included a 10-foot high sound wall running along the front property line in front of the Jameson Lanai building. The proposed project includes a 10 to 14-foot high sound wall in front of the Jameson Lanai building and in front of the Theater building. In the 2011 approved plan, the combined length of the sound wall (in four segments) was 969 feet long. Under the proposed revised project, the combined length of the sound wall (in three segments) is 792 feet long.

Visual simulations of the sound wall and hotel frontage facing Jameson Lane and Highway 101 were prepared for the proposed revised project (included as Attachment-A to this Addendum). Vantage points for the two simulations were chosen to represent the "worst-case" visual impact to motorists passing the property on Highway 101 northbound/southbound and include accurate depictions of proposed vegetation and construction materials. The highest portion of the sound wall (14 ft) is located in front of the Theater building and is shown in the Highway 101 southbound simulation. The sound wall and Theater building would be almost completely obscured by proposed vegetation (including newly planted mature trees). In addition, the Theater building appears residential in scale and is of a cottage-type architectural style. The Main building and portions of the sound wall are partly visible in the Highway 101 northbound simulation, but are heavily screened by existing and proposed vegetation. Notably, the roofline of the Main building is below the height of surrounding trees.

The massing of the 2011 approved project and proposed revised project are almost identical as viewed from the oceanfront, with the exception of the proposed fine dining restaurant (former beach bar) which has been reduced from a two-story to single-story structure opening up views from the north toward the ocean and from the beach toward the Santa Ynez Mountains. On the western edge of the property, facing All Saints by the Sea Church, the West Lanai buildings have been increased from one to two stories. However, the buildings would be screened from the church by intervening vegetation and the structures would be minimally visible from the nearest public road, Eucalyptus Lane (visual simulations included as Attachment-B to this Addendum). From Eucalyptus Lane, the existing church buildings and existing and proposed vegetation would screen the majority of the West Lanai buildings. In addition, the cottage-style architecture of the proposed structures would be in keeping with the residential nature of the neighborhood.

The 2011 approved project contained limited night lighting throughout the property including lighting for landscape features and pathways and for safety purposes. Mitigation (AES-4) included in the Negative Declaration addressed potential impacts from night lighting, reducing those impacts to a less

than significant level. As with the 2011 approved project, the proposed revised project would conform to the *Concept Lighting Approach*, dated February 26, 2008, (with minor adjustments to be made during the preliminary and final Board of Architectural Review process). The March 11, 2011 Addendum to 00-ND-003 updated Mitigation Measure AES-4 to address night lighting associated with the eastern surface parking lot. For the proposed project Mitigation Measure AES-4 has been updated to specify that lighting provisions would apply to both the eastern and western parking lots and to specify that review and approval of public street lighting by the Public Works Department is required.

MITIGATION MEASURES AND RESIDUAL IMPACTS

The mitigation measures contained in the Aesthetic/Visual Resources section of 00-ND-003 and its Addenda dated December 9, 2008 and March 11, 2011, as revised in this Addendum, would be adequate to mitigate potentially significant visual resource impacts associated with the proposed revised project. As with the 2011 approved project, the proposed revised project's residual impact and contribution to cumulative impacts would be less than significant.

Mitigation Measure AES-4 of 00-ND-003 has been modified in order include lighting restrictions for both the eastern and western surface parking lots and to specify that review and approval of public street lighting by the Public Works Department is required.

AES-4 All exterior night lighting, including lighting identified in the *Concept Lighting Approach Plan*, dated February 26, 2008 shall be of low intensity, low glare design, and shall be fully hooded to direct light downward and/or to prevent spillover onto neighboring parcels. In respect to surface parking lot areas, night-lighting and its intensity shall be minimized to the maximum extent feasible while still providing for security and safety purposes. Night-lighting shall be reduced following the close of event activities on-site any given day. The height of night-lighting shall also be minimized to reduce its visibility from off-site. The applicant shall incorporate these requirements into the *Concept Lighting Approach Plan* and include provisions for dimming lights after 10:00 p.m. except when event activities end at or later than 10:00 p.m. For these exceptions, lighting shall be dimmed to the maximum extent feasible and at the earliest possible time after 10:00 p.m. There shall be no up-lighting of trees or structures. Beach lighting shall only include those depicted in the *Concept Lighting Approach Plan* identified along the boardwalk and there shall be no floodlights directed towards the beach. Lighting plans shall include lighting of public sidewalk and parking areas as required by the Public Works Department. **Plan Requirements:** The applicant shall incorporate these measures into the Final Lighting Plan. The locations and heights of all exterior lighting fixtures with arrows showing the direction of light being cast by each fixture shall be depicted on the final Lighting Plan. **Timing:** The final Lighting Plan must be reviewed and approved by P&D and the MBAR prior to issuance of issuance of follow-on Land Use Permits. **MONITORING:** P&D, Public Works, and MBAR shall review the Final Lighting Plan for compliance with this measure prior to Zoning Clearance approval. Permit Compliance shall inspect structures and landscaping upon completion and prior to occupancy clearance to ensure that exterior lighting fixtures have been installed consistent with their depiction on the approved Signage and Lighting Plan.

2. AIR QUALITY

A number of reductions would be made to the proposed revised project as compared to the 2011 approved project, including elimination of the spa building previously located in the northwestern portion of the site, elimination of all underground parking and creation of a new surface parking lot in the previous location of the spa building, reduction in the number of guest rooms from 186 to 170, a reduction in the maximum allowable attendance for events from 500 persons to 400 persons and a reduction in retail space.

The proposed revised project grading would include 15,300 cubic yards of cut and 48,100 cubic yards of fill (32,800 cubic yards of import). The 2011 approved project required 26,000 cubic yards of cut and 33,500 cubic yards of fill (7,500 cubic yards of import). Construction-related traffic associated with the proposed revised project was addressed in a *Parking and Circulation Study for the Revised Miramar Hotel Project* by Associated Transportation Engineers (ATE), dated July 30, 2014, as follows, "*The revised project and increase in import will not impact the overall construction schedule which is anticipated to be completed over an 18-20 month period. The import of material to the site will require approximately 1,750 truck trips assuming a capacity of 20 cubic yards per truck (a net increase of 1,375 truck trips when compared to the approved project). The increase in truck traffic related to import fill would be offset by the reduction in the amount of concrete poured on-site (approximately 13,011 cubic yards less than the approved project) and steel reinforcing (approximately 1,283 less tons of steel) which equates to approximately 1,430 total truck trips. Based on this information, the revised project should be approximately neutral in terms of construction traffic when compared to the approved plan.*" Therefore, air quality impacts related to dust generation and diesel exhaust from heavy machinery associated with the proposed revised project are not expected to increase when compared to the 2011 approved project.

Vehicle trip generation for the 2011 approved project was analyzed in a "Trip Generation Analysis" prepared by ATE, dated January 5, 2011. The "Trip Generation Analysis" was based upon a project with 186 rooms, 300 Beach Club members, 15 outside spa guests/day and 4 employee units. The proposed revised project includes a reduction to 170 rooms and 12 outside spa guests/day and maintains the same number of Beach Club members and employee units. As a result of the reduction in rooms and spa guests, trip generation for the proposed revised project would generate fewer average daily trips and peak hour trips than the 2011 approved project. As such, traffic generated by the proposed revised project will result in fewer pollutant emissions associated with vehicle trips than the 2011 approved project.

Because of the proposed reductions in the project's use levels, impacts related to air quality resulting from the proposed revised project would be less than impacts generated by the 2011 approved project. Therefore, existing mitigation measures are adequate to reduce impacts to air quality to less than significant levels.

MITIGATION MEASURES AND RESIDUAL IMPACTS

The mitigation measures contained in the Air Quality section of 00-ND-003 and Addenda dated December 9, 2008 and March 11, 2011 would be adequate to mitigate potentially significant air quality impacts associated with the proposed revised project. As with the 2011 approved project, the proposed

revised project's residual impact would be less than significant. Also consistent with the 2011 approved project, the proposed revised project's contribution to cumulative air quality impacts would not be considerable.

3. BIOLOGICAL RESOURCES

Environmentally Sensitive Habitat (ESH) containing numerous mature California sycamore trees is located just east of the project site in association with Oak Creek. 00-ND-003 found that impacts to the Oak Creek corridor, from the increased intensity of use associated with development of a new parking area on the east side of the property, would result in potentially significant impacts. The proposed project includes development of a parking lot on this portion of the site, but proposes permeable paving instead of an impermeable surface. With regard to native tree removal, the 2011 approved project included relocation of 12 native trees and the proposed revised project includes removal of 10 native trees and the planting of 33 native replacement trees of 24-inch box size. Replacement planting rather than relocation is proposed under the proposed revised project based upon the project arborist's determination that relocation is not practical based upon the size, age and species of the trees (Tree Inventory, Assessment and Protection Plan for the Miramar Beach Resort and Bungalows, Bill Spiewak, July 21, 2014). Because the native trees removed as a part of the project would be replaced and because existing mitigation measures address planting methods and establish success criteria, impacts associated with the proposed revised project would not be greater than the 2011 approved project. Therefore, there would be no substantial increase in the severity of impacts associated with the proposed revised project in comparison to those analyzed under 00-ND-003.

In summary, impacts related to biological resources resulting from the proposed revised project would be similar to those impacts generated by the 2011 approved project and existing mitigation measures are adequate to reduce impacts to biological resources to less than significant levels.

MITIGATION MEASURES AND RESIDUAL IMPACT

The mitigation measures contained in the Biological Resource section of 00-ND-003 and its Addenda dated December 9, 2008 and March 11, 2011 would be adequate to mitigate potentially significant biological resource impacts associated with the proposed project. As with the 2011 approved project, the proposed revised project's residual impact and contribution to cumulative impacts would be less than significant.

4. GEOLOGIC PROCESSES

The prior Negative Declaration (00-ND-003) and its Addenda dated December 9, 2008 and March 11, 2011 found no significant impacts relating to geologic processes, including risks from fault rupture, ground shaking, ground lurching and amplification, liquefaction, sea cliff retreat, tsunamis or settlement and differential compaction. However, 00-ND-003 did include mitigation measures to address geologic constraint issues raised in Montecito Community Plan policies.

Grading for the proposed revised project would include 15,300 cubic yards of cut and 48,100 cubic yards of fill. The project analyzed in the 2008 Addendum and approved by the County included 36,300

cubic yards of cut and 46,100 cubic yards of fill. Therefore, total grading would be reduced by 19,000 cubic yards, and impacts associated with site preparation activities would not be significant. The proposed revised project would result in the same or lesser impacts than those created by the 2008 approved project with respect to geologic processes.

MITIGATION MEASURES AND RESIDUAL IMPACTS

The prior Negative Declaration (00-ND-003) and its Addenda dated December 9, 2008 and March 11, 2011 found no significant impacts relating to geologic processes. Mitigation measures addressing geologic constraint issues raised in Montecito Community Plan policies would continue to apply. As with the 2008 and 2011 approved projects, the proposed revised project's residual impact and contribution to cumulative impacts would be less than significant.

5. NOISE

The applicant submitted a noise study addendum (*Miramar Beach Resort and Bungalows Project, Montecito, California, Noise Study Addendum 6*, Dudek, July 28, 2014) analyzing noise impacts as a result of proposed project changes. The noise study addendum was peer-reviewed and found acceptable by County-approved noise consultant David Lord, PhD. Each proposed change and related noise impacts are discussed below.

A sound wall previously proposed along the eastern side of the northeastern parking lot is no longer proposed. Pursuant to the Dudek noise study addendum, with the elimination of the sound wall at this location, parking lot noise at the nearest sensitive receptor (residence) would remain below the County noise exposure level of 65 decibels (dBA) Ldn (day-night average sound level).

At the western edge of the property, the West Lanai guestroom buildings would be increased from one to two stories. Pursuant to the Dudek noise study addendum, the West Lanai buildings would be subject to traffic noise from Jameson Lane and Highway 101 to a lesser extent than the Jameson Lanai guestroom buildings. Therefore, existing mitigations (including noise-reducing construction techniques) applied under 00-ND-003 and its addenda would be applied to the proposed project and would adequately mitigate noise impacts to the West Lanai guestroom buildings.

A portion of the sound wall previously proposed west of the motor court has been eliminated and the motor court has been redesigned. Pursuant to the Dudek noise study addendum, parking and unloading activities at the nearest sensitive receptor (guest cottage) would be approximately 60 dBA, below the County noise exposure level of 65 dBA Ldn.

The proposed project replaces a spa building at the northwest corner of the property with a valet-only surface parking lot and eliminates a sound wall located between the currently proposed parking area and Jameson Lane. A new 6 foot tall sound wall of approximately 100 feet in length is proposed along the portion of the parking lot nearest All Saints by the Sea Church. The sound wall would attenuate noise at the closest portion of the church to 64 dBA or less. Other portions of the church and nearby residences are subject to existing noise from Jameson Lane, Highway 101, UPRR and the existing church parking lot.

Pursuant to the Dudek noise study addendum, “*parking lot noise levels would be expected to be indistinguishable from levels associated with UPRR operation and US Highway 101 traffic.*” In addition, noise levels from the parking lot at the nearest residence and portions of the church not protected by the new proposed sound wall would be below the County noise exposure level of 65 dBA Ldn.

The proposed project includes a back-up generator to be used in the event of an emergency power outage. The generator would be located in the service/loading area of the main building and would be enclosed within an acoustic enclosure. Pursuant to the Dudek noise study addendum, with the acoustic enclosure, 24-hour use of the generator in an emergency situation would result in 60 dBA Ldn at the property line and 59 dBA at the nearest guestroom, both below the County noise exposure level of 65 dBA Ldn.

Construction activities (such as pile driving at the oceanfront and use of heavy equipment) associated with the proposed revised project would be similar to those under the 2011 approved project and would continue to produce noise in excess of 65 dBA at nearby sensitive receptors. Existing mitigation measures applied under 00-ND-003 (including equipment shielding, limits on equipment operation, and off-site accommodation of nearby residents during pile driving activities) would be applied to the proposed revised project and would adequately mitigate noise impacts associated with construction activities at the oceanfront.

With regard to post-construction noise levels, the buildings included with the proposed revised project would continue to include the same features intended to attenuate interior noise as those included with the 2011 approved project. Also, the proposed revised project would include similar noise-generating uses (i.e. events, beach events, use of the onsite pools and other outdoor amenities, etc.) affecting surrounding properties as those included with the approved project. As such, operational impacts related to noise would be substantially the same or less than those generated under the 2011 approved project.

MITIGATION MEASURES AND RESIDUAL IMPACTS

The mitigation measures contained in the Noise section of 00-ND-003 and its Addenda dated December 9, 2008 and March 11, 2011, would be adequate to mitigate potentially significant impacts from the proposed revised project. As with the 2011 approved project, the proposed revised project's residual impact and contribution to cumulative impacts would be less than significant.

6. TRANSPORTATION/CIRCULATION

The proposed revised project includes a number of reductions as compared to the 2011 approved project, including fewer guest rooms (186 to 170) and a reduction in the maximum allowable attendance for events from 500 persons to 400 persons. The 2011 approved project resulted in 136 A.M. Peak Hour Trips (PHT) and 150 P.M. PHT (*Trip Generation Analysis for the Revised Miramar Hotel Project*, Associated Transportation Engineers, January 5, 2011). As a result of project reductions, the proposed project would result in 124 A.M. PHT and 139 P.M. PHT, or 23 fewer total PHT than the 2011 approved project (*Parking and Circulation Study for the Revised Miramar Hotel Project*, Associated Transportation Engineers [ATE], July 30, 2014). Therefore, the proposed project would generate less traffic than the 2011 approved project. Furthermore, Public Works Transportation Division staff completed a comprehensive review of the ATE parking and circulation study and concurs with the conclusion that, with regard to the functionality of the San Ysidro Road/ South Jameson intersection, the

proposed project is less impactful than the 2011 approved project (Peer Review Letter from County Public Works-Transportation, January 8, 2014).

The 2011 approved project included a modification to reduce the required number of parking spaces to be provided onsite (632 required and 494 provided). The proposed revised project would also include a modification to reduce the number of parking spaces (614 required and 436 to be provided) from that required by ordinance. The applicant provided an updated *Parking and Circulation Study for the Revised Miramar Hotel Project*, Associated Transportation Engineers, dated July 30, 2014. The analysis uses the parking demand rates contained within the Urban Land Institute Shared Parking Report which considers conjunctive use of the onsite spaces by the various hotel functions (hotel guests, restaurants, beach use, events, etc.) throughout the day. This analysis provides support for the proposed reduction in spaces provided by the project. Because the proposed revised project represents a reduction from the 2011 approved project in the number of guest rooms from 186 to 170 and a reduction in the maximum number of event attendees from 500 to 400, the analysis concludes the peak demand for parking spaces is reduced to 431 spaces (as compared to 464 under the approved project). Therefore, 436 spaces would be adequate to serve peak demands at the site.

Project	Article II Requirement	Actual Spaces Provided	Difference in Article II Requirement & Actual Spaces Provided	Peak Demand per ATE Analysis	Difference in Spaces Provided vs. Peak Demand
Approved Caruso	632	494	138	464	30
Proposed Amended Caruso	614	436	178	431	5

There has been ongoing discussion within the Montecito Community regarding an interchange and southbound on-ramp at the intersection of San Ysidro Road, Eucalyptus Lane, Jameson Lane and Highway 101. Interchange improvements at San Ysidro Road and Highway 101 are referenced in the *2014 Regional Transportation Improvement Program for Santa Barbara County* (adopted by the SBCAG Board of Directors on November 21, 2013 as an “Illustrative Project”). In addition, the SBCAG staff report for the *3 Year Work Program for Project Study Reports* references SBCAG Board direction to “develop and seek funding for [the San Ysidro Interchange] on a parallel path to the U.S. 101 HOV project.” Designs for these speculative interchange improvements at San Ysidro Road and U.S. 101 are currently being developed by the Santa Barbara County Public Works Department. While these designs are speculative, they show that future improvements in this area could require use of land on the Miramar Hotel property in the area of the proposed northwestern parking lot and along Jameson Lane, where public parking stalls are currently proposed as a part of both the 2011 approved and the proposed revised Miramar projects. However, no funding has been secured and no applications for development have been submitted for the speculative improvements. Based on the early stage of discussions regarding the speculative project, it could likely be many years before any interchange improvements would be at the permitting and construction stage. Therefore, any conflicts that occur between hotel uses and public parking and the speculative future interchange improvements will be considered at the permitting and environmental review stage for the potential interchange project.

The South Coast Highway 101 High Occupancy Vehicle (HOV) project was previously analyzed in the December 9, 2008 Addendum for the Miramar Hotel and Bungalows project and was found to result in no cumulatively considerable impacts. As discussed in the 2008 Addendum, the South Coast Highway 101 HOV project would not impact South Jameson Lane or the Miramar Hotel property, would not result in negative impacts to the property due to ramp improvements, and would not overlap with construction of the hotel. These criteria continue to be the case for the currently proposed project.

Improvements to the Posilipo Lane on-ramp are proposed as a part of the Highway 101 rehabilitation project. Planned improvements to the Posilipo Lane on-ramp would not impact the proposed hotel parking on South Jameson Lane or result in increased vehicle speeds because 1) the forecasted use for South Jameson Lane is not high-volume, 2) there is (and will continue to be) a stop sign at the eastern end of South Jameson Lane, and 3) the street design of South Jameson Lane will encourage reasonable speeds (verbal communication with January 6, 2015). In addition, County Public Works Transportation found that Posilipo ramp improvements will not alter the regional travel patterns along South Jameson Lane in a manner that would make the angled parking proposed as a part of the project unsafe (Peer Review Letter from County Public Works-Transportation, January 8, 2014). Therefore, improvements to the Posilipo on-ramp would not conflict with the hotel development or adversely impact circulation patterns in the area of the hotel.

In summary, the proposed revised project would generate fewer traffic trips and require fewer parking spaces than the 2011 approved project and operational impacts related to traffic/circulation and parking would be substantially the same or less than those generated under the 2011 approved project. In addition, planned improvements at the Posilipo Lane on-ramp and improvements associated with the South Coast Highway 101 High Occupancy Vehicle (HOV) project would not adversely impact or conflict with development of the hotel. Finally, potential future interchange improvements at San Ysidro Road and Highway 101 are in the early stages of development and will be considered when there is certainty of the potential development being realized.

MITIGATION MEASURES AND RESIDUAL IMPACTS

The mitigation measures contained in the Traffic/Circulation section of 00-ND-003 and its Addenda dated December 9, 2008 and March 11, 2011, would be adequate to mitigate potentially significant impacts to traffic/circulation from the proposed revised project. As with the 2011 approved project, the proposed revised project's residual impact and contribution to cumulative impacts would be less than significant.

7. WATER RESOURCES/FLOODING

The 2011 approved project would be provided water service by the Montecito Water District (Water Service Letter dated July 29, 2008) with an allotment of 45 acre-feet per year. The proposed revised project also has a service commitment from the Montecito Water District (letter confirming their commitment to serve the proposed project by Tom Mosby, General Manager, dated August 28, 2014). Because the proposed revised project represents a decrease in the site's intensity of use (reduction in guest rooms from 186 to 170, a reduction in the maximum number of attendees at events from 500 to 400, and an overall reduction in

project gross square footage by approximately 50,000 square feet), the proposed revised project is anticipated to have a reduced demand for water.

On February 11, 2014, the Montecito Water District passed Ordinance 92, declaring a Water Shortage Emergency due to the critical drought conditions and providing for restrictions on the use of water, and penalties for failure to comply with conservation measures. On February 21, 2014, the District passed Ordinance 93, establishing a mandatory water rationing program for all of its customers and penalties for consumption in excess of allocation. Pursuant to a letter provided by the District, dated August 28, 2014 for the proposed revised project, *“The District will honor the Certificate of Water Service Availability for the project, and the 45 AF base allocation set forth therein. However, as with all other District customers, the amount of water available to serve the property in the future cannot be guaranteed while a Water Shortage Emergency exists, but this property will be treated on the same terms as other active commercial customers of the District.”* Therefore, the allocation established for the Miramar project is 45 AF and penalties will apply if usage exceeds 45 AF. Based upon the current water supply projections by the Montecito Water District, the District is not proposing changes to the Ordinance 93 allocations (Tom Mosby, December 1, 2014). However, the project is subject to water conservation requirements such as the use of low-flow fixtures, prohibition of the use of District water for swimming pools, landscape design in accordance with the State Water Efficient Landscape Ordinance (including water-efficient irrigation systems), posting of drought notifications, and restaurant water service only upon request.

With respect to storm water runoff, the proposed revised project includes less landscaped acreage than the 2011 approved project (approximately 4.25 acres, down from 5.33 acres). However, as a result of increased use of permeable paving throughout the site, impervious surfaces on-site have been reduced to 3.0 acres (down from 4.61 acres in the 2011 approved project and 5.79 acres analyzed in the December 9, 2008 Addendum). Pursuant to a Memorandum from Penfield and Smith Engineers dated July 30, 2014, *“The revised drainage design will result in less overall runoff from the Miramar site than the approved 2008 design. There will be no increase in peak site runoff to Oak Creek compared to the pre-project condition.”*

Because development of the oceanfront units and reconstruction of the existing seawall are essentially identical under the proposed revised project as in the 2011 approved project, no change to wave run-up and coastal hazards would occur.

The 2011 approved project included placement of fill in the Oak Creek floodplain in the eastern portion of the site in order to develop the eastern parking lot and underground parking garage, resulting in the loss of approximately 4.0 acre-feet of storm water ponding volume upstream of the railroad tracks. The proposed revised project would reduce grading in the floodplain and would no longer include underground parking, reducing the lost stormwater ponding volume in the Oak Creek floodplain to approximately 2.9 acre-feet. According to the *Drainage Evaluation of Revised Miramar Grading Plan Compared to Approved Miramar Grading Plan* prepared by Craig Steward, P.E., CFM and dated July 30, 2014, *“Because of the lowered site profile at the easterly end of the property next to Oak Creek, there will be more storage volume available for Oak Creek peak flows upstream of the UPRR Railroad [in comparison to the approved project]”* Because the proposed revised project would result in less fill placement and structural development in the floodplain, the project would reduce the loss of storm water ponding volume compared to the 2011 approved project

and more stormwater could be stored in the floodplain of Oak Creek onsite during flood events. Therefore impacts associated with proposed revised project development in the floodplain would be less than the impacts from the 2011 approved project.

MITIGATION MEASURES AND RESIDUAL IMPACTS

The mitigation measures contained in the Water Resources/Flooding section of 00-ND-003 and its Addenda dated December 9, 2008 and March 11, 2011 would be adequate to mitigate potentially significant water resource and flooding impacts associated with the proposed revised project. As with the 2011 approved project, the proposed revised project's residual impact and contribution to cumulative impacts would be less than significant.

Findings:

It is the finding of the Planning and Development Department that the previous environmental document as herein amended may be used to fulfill the environmental review requirements of the current project. Because the current project meets the conditions for the application of State CEQA Guidelines Section 15164, preparation of a new EIR or ND is not required.

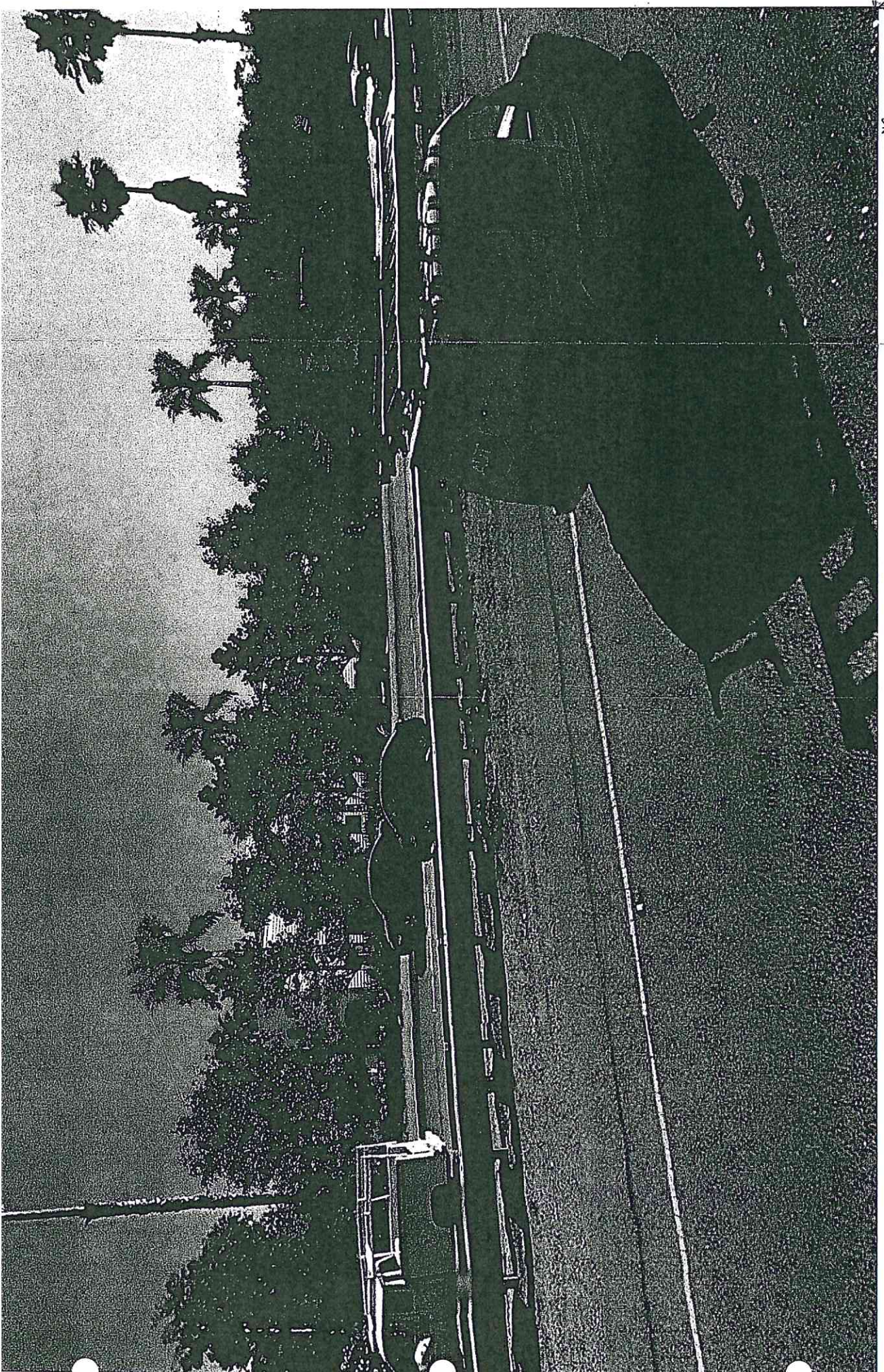
Discretionary processing of the Miramar Hotel and Bungalows Development Plan Revision, Case No's: 14RVP-00000-00063, 14AMD-00000-00010, 14AMD-00000-00011 14CDP-00000-00086, 14CDP-00000-00090, and 14CDP-00000-00091 may now proceed with the understanding that any substantial changes in the proposal may be subject to further environmental review.

Attachments:

A-Visual Simulations at HWY 101 and South Jameson Lane

B-Visual Simulations from Eucalyptus Lane





N.C.

