ATTACHMENT 2

CEQA ADDENDUM DATED OCTOBER 31, 2008

FINAL ADDENDUM
DATED OCTOBER 31, 2008
TO THE CAMINO REAL ENVIRONMENTAL IMPACT REPORT (96-EIR-003)
CAMINO REAL HOTEL PROJECT
401 STORKE ROAD; APN 073-440-019
CASE NO. 07-208-SP, -DP

A. LOCATION

The Camino Real Hotel site is bordered by Santa Barbara County Fire Station #11 to the north, Phelps Road to the south, Storke Road to the east and Girsh Park to the west. The property address is 401 Storke Road (Assessor's Parcel Number 073-440-019).

B. BACKGROUND

Camino Real EIR

The proposed Camino Real Hotel (CR Hotel) project is located within the Camino Real Specific Plan (CR Specific Plan) area. The County of Santa Barbara prepared the Camino Real Project EIR (96-EIR-3) and certified the EIR, in compliance with CEQA, in July 1997. 96-EIR-3 evaluated all of the CR project requests, specifically:

95-SP-001: A Specific Plan for 83 acres identifying six land use components - retail/entertainment commercial, commercial recreation, visitor-serving commercial, public recreation and open space, residential, and transit facility as well as development standards and design guidelines.

95-GP-001: A General Plan Amendment to change the land use designations on-site to reflect the proposed land uses and to amend site specific development standards in the Goleta Community Plan related to airport approach zones.

95-RZ-006: A Rezone to change the zoning on-site to reflect the proposed land uses.

95-DP-026: A Development Plan for the first phase of Specific Plan development, including CR Marketplace (500,000 square feet of major retail and service/entertainment commercial), a 46,504-square foot indoor ice rink, a 17,000-square foot outdoor roller hockey rink, an active and passive community park, relocation of Dos Pueblos Little League fields, an MTD facility, associated private roads, bike paths, landscaping, grading and drainage improvements, and modifications to Zoning Ordinance requirements for parking, and masonry screening walls.

95-CP-061: A Conditional Use Permit for the outdoor roller hockey facility.
95-CP-062: A Conditional Use Permit for the Marketplace Theater.
96-CP-004: A Conditional Use Permit for a proposed fast food drive-through facility.
95-LA-014: A Lot Line Adjustment to accommodate the desired alignment of the Santa Felicia Drive extension.
TM 14,383: A Tentative Tract Map to create 12 parcels associated with the Development Plan to define parking fields and maintenance boundaries for tenants within the Marketplace and to separate the various land uses on the southern portion of the site.

The Goleta Community Plan EIR (91-EIR-13 and 95-SD-2) included specific findings for the properties comprising the CR Specific Plan area (formerly referred to as the Girsh property, Site #18). The Camino Real Project EIR, 96-EIR-3, was tiered off of the Goleta Community Plan EIR pursuant to CEQA Section 15385.

96-EIR-3 identified six environmental impacts which could not be fully mitigated to a level of insignificance and were, therefore, considered significant and unavoidable (Class I). Those impact areas were: aesthetics, air quality, land use (aircraft safety & economic effects), public services (schools & solid waste), recreation, and transportation (cumulative). The identified, significant, unavoidable impacts were found to be acceptable when weighed against the overriding benefits provided by the project.

When the CR Specific Plan and above-noted companion cases were approved in July 1997, the County Board of Supervisors certified 96-EIR-3, as amended by two addenda dated June 4, 1997 and July 22, 1997.

The June 4, 1997 addendum addressed several project changes which were incorporated into the project during the Airport Land Use Commission (ALUC) process, including:

- Relocation of structures to provide a 300-foot wide Airport Approach Safety Corridor through the site;
- Relocation of Majors 1 through 5 to the north by 80 to 140 feet;
- Swapping of the locations of the ice rink structure and the roller hockey facility;
- Revisions to the parking lot layout, number of spaces and landscaping, in response to these project layout changes;
- Reduction in the number of theater seats from 1,400 to 1,090 and reduction in the height of the theater tower from 75 feet to 50 feet;

- Reduction in the density of the residential component of the Specific Plan from 16 to 10 units per acre and increase in the acreage for the residential component from 12.98 to 13.00 acres (allowing approximately 130 units);
- Commensurate reduction in the acreage of the community park (from 11.95 acres to 11.93 acres);
- Reduction in the number of hotel rooms for the visitor serving component from 115 to 50 rooms;
- Addition of a 0.70-acre bio-swale between the skating facility parking lot and the community softball field.

The July 2, 1997 addendum evaluated impacts associated with the change to the project grading plan to reflect the need to import approximately 40,000-cubic yards of fill to replace expansive soils within the building footprints.

These addenda provided clarification on environmental impacts to address specific changes to the project description that were proposed subsequent to completion of the proposed final version of 96-EIR-3. The project changes incrementally reduced some impacts. However, **the project changes evaluated in the 1997 addenda were not sufficient to alter the conclusions of 96-EIR-3; specifically there were no resulting changes to residual impact levels for any environmental issue area**. The full text of the Findings for the July 22, 1997 approval of the CR project, as well as the Goleta Community Plan EIR (91-EIR-13, 95-SD-2), 96-EIR-3 and the two addenda to 96-EIR-3 are available for review at the City of Goleta, 130 Cremona Drive, Suite 2, Goleta, CA 93117.

With regard to the CR Hotel site, 96-EIR-3 includes analysis of a hotel with up to 115 rooms; however, the approved CR Specific Plan included a 50 room hotel located within the same building envelope. The current CR Hotel Development Plan project includes a 99-room hotel, located within the same building envelope identified in the CR Specific Plan for a future hotel. Therefore, the physical parameters of the current hotel project request are within the scope of the project evaluated for the visitor-serving area within 96-EIR-3.

Another change that has occurred since certification of 96-EIR-3 is the effective elimination of the residential component from the CR Specific Plan build-out scenario. 96-EIR-3 assumed up to 200 residential units for this component. The approved CR Specific Plan reduced the allowable residential units to 130 residential units. The potential for development of these residential units has been replaced with a long-term commitment (and deed restriction) to maintain recreational use (currently Little League fields) in the location previously identified for residential development. This property is now owned by The Foundation for Girsh Park. This same area has also been re-designated for recreational uses in the Goleta General Plan.

C. ADDENDUM

Based on analysis contained herein, an Addendum to 96-EIR-3 is considered the appropriate environmental review for this project. This conclusion is based on the fact that all previously identified impacts will remain the same or less than previously identified in 96-EIR-3. There are no new significant impacts (i.e. no new Class I or Class II impacts) or an increase in the severity of previously identified impacts (i.e. a Class III impact has not become a Class II or Class I impact; a Class II impact has not become a Class I impact). State CEQA Guidelines Section 15164 provides that an addendum need not be circulated for public review, but can be included in, or attached to, the Final EIR. The Guidelines further provide that the Planning Commission and City Council must consider the addendum together with the Final EIR prior to taking action to approve the project.

The Addendum, including the project description, is available for review at the offices of the City of Goleta Planning and Environmental Services Department.

Project Description:

The current project request is for a Specific Plan Amendment and Development Plan for Camino Real III, LLC to construct a 73,828-square foot two-story 99-room service hotel on 3.02 acres (131,551 square feet) within the Community Commercial (C-C) land use designation and the Retail Commercial (C-2) zone district with an Airport Approach Zone F(APR) overlay.

The applicant is proposing to amend two development standards in the CR Specific Plan. An amendment to CRSP LU-21 would bring the current CR Specific Plan's Land Use Designation for the CR Hotel property (General Commercial) into conformance with the City of Goleta's General Plan (Community Commercial). The second amendment, which applies to CRSP LU-23, proposes to increase the maximum number of rooms allowed within the hotel from 50 to 99 rooms.

The applicant is requesting a modification under Article III, Section 35-317.8.1 to allow 28 parking spaces to encroach into the southern front yard setback (given the wide right-of-way available in this area).

The hotel is proposed to have a Tuscan/Mediterranean architectural design/coloring to compliment the Camino Real Marketplace (CR Marketplace). The proposed building coverage is 32.3%, and the proposed Floor-Area-Ratio is 56.1%. The proposed mean height of the structure is 32 feet, roof heights range from 13.5 to 35 feet, and proposed tower peaks are 38 and 40 feet.

A total of 99 rooms would be constructed, of which 47 rooms would be located on the first-floor and 52 rooms would be located on the second-floor. No restaurant is proposed within the service hotel, but a service area to prepare continental breakfasts and afternoon snacks would be available for guests. Additionally, a meeting room, small board room, fitness room, business center, lounge, pool, spa, fire pits, fountains and patios are proposed as guest amenities.

Vehicular ingress and egress is proposed from Storke Road and Phelps Road. A 40-foot wide driveway apron would front on Storke Road, and a 30-foot wide driveway apron would front on Phelps Road. A landscaped buffer along Storke Road and Phelps Road would be expanded and would replace landscaping currently installed. An existing bus stop on Phelps Road, across the street from the hotel site, would be improved as required by MTD (e.g., shelter, bench, and trash receptacle). Aside from roadway improvements associated with the two driveway entrances (on Phelps Road and Storke Road), no additional frontage improvements are proposed since existing frontage improvements, which include street lights, utilities, landscaping and meandering sidewalks, were installed during construction of the CR Marketplace in the late 1990s.

Onsite vehicular circulation would be provided by a 24-foot wide drive aisle with a minimum of a 14-foot height clearance for the porte cochere entrance. A total of 110 parking spaces, of which 5 parking spaces would be ADA compliant, are proposed. An additional storage area has been proposed for a total of 20 bicycles. Pedestrian circulation would be provided through 4-foot wide sidewalk segments, and would connect the hotel entrances and exits to Storke Road, Phelps Road, and the adjacent park.

The site was previously rough graded as part of grading for the CR Marketplace, park, and parking lots. Additional finish grading would consist of 2,500-cubic yards of cut and 2,500-cubic yards of fill. No import or export of fill material is anticipated to complete site grading. The applicant proposes stormwater catch basins/drains and pollution prevention interceptors onsite and bio-swales both onsite and within the right-of-way to avoid cross lot drainage. Captured water would be transported by an existing underground 30-inch storm drain located on the west end of the site and routed to an existing natural area for bio-filtration and detention on the adjacent Girsh Park property. The natural area for bio-filtration and detention was previously engineered to hold a 100-year flood event for all development considered in the CRSP.

A Mediterranean landscape palette is proposed and was, in part, designed to compliment landscaping at the CR Marketplace. The proposed landscape coverage is 24.5%, which is not inclusive of the 16,000 square feet of landscaping located within the City rights-of-way for both Storke and Phelps Roads. A 6-foot tall decorative masonry wall/iron fence is proposed on the north

and west property lines. A decorative/covered trash enclosure, out of public view, is proposed in the northwest corner of the property. Additional lighting is also proposed throughout the project site.

The property is currently served by the Goleta Water District (through a Water Conveyance Agreement), Goleta West Sanitary District, Southern California Edison, the Southern California Gas Company and Marborg Industries.

Impacts and Mitigation Measures associated with the Revised Project[1]

96-EIR-3 evaluated the impacts of both the overall CR Specific Plan (Phases I and II) and the more detailed Development Plan proposal for Phase I of the CR Specific Plan build out. The impact summary table from 96-EIR-3 is included as Attachment A to this Addendum for reference. A hotel was not included in the original Development Plan proposal (95-DP-026) and detailed plans for a future hotel were not available during preparation of 96-EIR-3. Therefore, unless otherwise specified, project specific impacts from the 115-room hotel assumed in the CR Specific Plan were not identified separately in the EIR. Rather, the impacts of a future 115 room hotel contributed to the impacts identified for full buildout of the entire CR Specific Plan.

This Addendum identifies the potential environmental effects from development of the proposed CR Hotel. The environmental effects of the proposed hotel are compared to the *current physical setting*, which includes the existing and operational CR Marketplace, the developed parkland (passive and active amenities), and associated access roads and parking lots within the CR Specific Plan area.

Mitigation measures in 96-EIR-3 were also segmented by application to the then proposed Specific Plan and Development Plan (95-DP-026). 96-EIR-3 identifies proposed Specific Plan development standards to mitigate Specific Plan impacts and identifies mitigation measures (to be included as project conditions of approval) for impacts associated with components included in 95-DP-026. The primary difference between the Specific Plan development standards and the Development Plan mitigation measures is the inclusion of "Plan Requirements", "Timing", and "Monitoring" language in the Development Plan mitigation measures in the EIR.

For purposes of this Addendum, the mitigation requirements from 96-EIR-3 have been included. However, the mitigation measures have been refined and reformatted to reflect current City of Goleta standard condition language and

[1] Although impacts were not numbered in 96-EIR-3, they are identified with numbers in this Addendum for ease of reference.

procedures. The mitigation measures in this document will be included as recommended conditions of approval for the CR Hotel Development Plan.

1. Aesthetics/Visual Resources

The following discussion updates the aesthetics/visual description in 96-EIR-3 for the CR Hotel site.

The hotel is proposed within the same footprint considered for a future hotel on this parcel as part of the Specific Plan analysis in 96-EIR-3. However, the existing setting has changed to reflect construction and operation of the nearly 500,000-square foot. Camino Real Marketplace (CR Marketplace), the park and recreational amenities to the west of the hotel site, as well as associated access roads and parking lots supporting these new developments.

The hotel would have a Tuscan/Mediterranean architectural design and coloring to compliment the CR Marketplace. The proposed building coverage is 32.3%, and the proposed Floor-Area-Ratio (FAR) is 56.1%. The proposed mean height of the structure is 32 feet, roof heights range from 13.5 to 35 feet, and proposed tower peaks are 38 and 40 feet. The project size, footprint and height are consistent with Zoning Ordinance requirements (including maximum height of 35 feet and 50 feet for towers). However, the proposed project exceeds the *recommended* building standards in General Plan Land Use Table 2-2. This table was recently amended regarding FAR and height limitations. The standards are now identified as *Recommended Standards for Building Intensity* and standards (including 0.40 FAR and 25-foot height limit in the C-C land use designation) may be exceeded based on a "good cause" finding. City decision-makers will determine whether a finding of good cause is appropriate with regard to compliance with these two standards when they consider the Development Plan for the hotel project; however, the DRB found no issue with the hotel's proposed FAR or height. Further, because substantial landscaping within the Phelps Road right-of-way will be installed and maintained by the hotel, the effective size of the hotel as viewed from surrounding streets, with all of the "site's" landscaped area, may appear smaller than is indicated by the FAR calculation.

A total of 99 rooms would be constructed, of which 47 rooms would be located on the first-floor and 52 rooms would be located on the second-floor. The outdoor courtyard space would include a swimming pool, spa, fire pits, fountains and ornamental landscaping.

Vehicular ingress and egress is proposed from Storke Road and Phelps Road. A landscaped buffer along Storke Road and Phelps Road would be expanded and would replace landscaping currently installed. Frontage improvements, including street lights, utilities, and meandering sidewalks, were already installed during construction of the CR Marketplace in the late 1990s.

A Mediterranean landscape palette is proposed and was, in part, designed to compliment landscaping at the CR Marketplace. The proposed landscape coverage is 24.5%, which is not inclusive of the 16,000 square feet of landscaping located within the right-of-way. A 6-foot tall decorative masonry wall/iron fence is proposed on the north and west property lines. A decorative/covered trash enclosure is proposed onsite. Additional lighting is also proposed throughout the project site.

The Design Review Board (DRB) considered the CR Hotel project for Conceptual review on April 8 and May 28, 2008. The project received favorable review in regards to landscaping, architecture, design/height, and compatibility with the adjacent developments, with a DRB request for a more detailed lighting plan at the Preliminary Review stage (e.g., cut-sheets, precise placement of the lighting fixtures and bollards), consistent with EIR mitigation measure A-2 (see "Mitigation Measures" section below).

Project Specific Impacts

The hotel component of the Specific Plan would still result in the following impacts:

Impact AES-1 *Loss of Open Space and Public Views: Public views are available across the site from Storke Road and Phelps Road. Development of a two-story, 25 to 35-foot high hotel in this location would contribute incrementally to loss of open space and would degrade, obstruct or interfere with the public's enjoyment of the public views from Storke Road and Phelps Road of the visually important Santa Ynez Mountains and the Devereux Slough watershed. However, since certification of 96-EIR-3, the Camino Real Marketplace, recreational facilities and parking lots have been completed and operational within the Specific Plan area. As a result, the existing views from Storke and Phelps Road no longer have foreground views across the former, large open space now occupied by the CR Marketplace and the park facilities. The hotel site is now effectively an infill site, although its development would complete the reduction in open space and public views identified in 96-EIR-3 (Class II).*

Impact AES-2 *Increased Night Light and Glare: Development would generate lighting and glare compared to the existing open space, although the types of lighting would be comparable to nearby residential and commercial development. External perimeter lighting for the hotel would typically be illuminated all night long. The increase in glare and loss of the night sky character would be significant and would be a "substantial alteration of the natural character", a significant impact on the site's visual resources* (Class II).

Impact AES-3 *Compatibility with Surrounding Development: The development's overall size and massing would result in increased intensity of development, a potentially significant impact on the visual character of the area* (Class II).

Cumulative Impacts

Project impacts affecting views of recreational open space and the Santa Ynez Mountains would continue to contribute to cumulative affects in the project vicinity. However, the existing setting now includes the CR Marketplace regional shopping center as well as developed park facilities and parking lots. Development of the hotel would contribute to cumulative impacts on aesthetics/visual resources (Class II).

Mitigation Measures

The following mitigation measures (revised to reflect the City's current condition language) would be required in addition to compliance with Specific Plan development standards that address views, design, landscaping, and signs:

AES-1 The design, scale and character of the project architecture, landscaping and signage shall be compatible with vicinity development. The preliminary development plans shall be revised to address issues raised by DRB in its Conceptual Review and shall incorporate all applicable mitigation measures and conditions of approval. The exterior elevations shall be fully dimensioned, showing existing grade, finished grade, finished floor, average height and peak height. **Plan Requirements and Timing:** Architectural drawings, lighting plans, landscape plans, grading plans, and signs shall be submitted to Planning & Environmental Services prior to Design Review Board (DRB) plan filing and plans shall be approved prior to approval of Land Use Permits for the project.

Monitoring: City staff shall verify that the project is constructed per the final plans approved by DRB prior to issuance of any certificate of occupancy.

AES-2 All exterior night lighting shall be of low intensity/low glare design, and shall be hooded to direct light downward onto the subject parcel and prevent spill over onto adjacent parcels. Exterior lighting fixtures shall be kept to the minimum number and intensity needed to ensure the public safety of employees and visitors. All upward directed exterior lighting shall be prohibited to protect night sky views of the stars and "dark-sky" lighting fixtures shall be used throughout. All exterior lighting fixtures shall be appropriate for the architectural style of the proposed structures and the surrounding area. The applicant shall develop a lighting plan incorporating these requirements and provisions for dimming lights after 11:00 p.m. to the maximum extent practical without compromising public safety. The final lighting plan shall be amended to include identification of all types, sizes, and intensities of wall mounted building lights and landscape accent lighting. Wall wash type lighting should be avoided, except if required for safety reasons. "Moonlighting" type fixtures that illuminate entire tree canopies should also be avoided (up-lighting and down-lighting as separate methods are acceptable).

Plan Requirements and Timing: The locations of all exterior lighting fixtures and an arrow showing the direction of light being cast by each fixture and the height of the fixtures shall be depicted on the preliminary/final lighting plan and shall be reviewed and approved by DRB and City staff. The preliminary/final lighting plan shall be reviewed and approved by DRB and City staff prior to issuance of any LUP for the project.

Monitoring: City staff shall inspect all exterior lighting to verify that exterior lighting fixtures have been installed consistent with their depiction on the final lighting plan.

AES-3 The applicant shall prepare detailed landscape and irrigation plans for the project that identifies the following:

a) Type of irrigation proposed;
b) All proposed trees, shrubs, and groundcovers by species;
c) Size of all planting materials including trees; and
d) Location of all planting materials.

The project landscaping shall consist of drought-tolerant native and/or Mediterranean type species which adequately complement the project design and integrate the site with surrounding land uses. Landscaping shall be compatible with the character of the surroundings, the architectural style of the structure and shall be adjusted necessary to: (i) provide adequate vehicle stopping distance at all driveway entrances (as determined by City); (ii) visually screen parking areas from street view to the maximum extent reasonable; and (iii) screen, through plantings and other features, loading and services areas of the proposed hotel.

Monitoring: City staff shall verify that the project is constructed per the final plans approved by DRB prior to issuance of any certificate of occupancy.

AES-4 To ensure installation and long-term maintenance of the approved landscape plans, the applicant shall enter into an agreement to install required landscaping and water-conserving irrigation systems as well as maintain required landscaping for the life of the project. **Plan Requirements and Timing**: Performance securities for installation and maintenance for at least three (3) years shall be subject to review and approval by City staff. At a minimum, performance securities guaranteeing installation of the landscaping shall be furnished by the applicant prior to issuance of any LUP for the project. The landscape maintenance agreement shall be signed and filed with the city prior to approval of any certificate of occupancy for the project.

Monitoring: City staff shall photo-document installation prior to occupancy clearance and shall check maintenance as needed. Release of any performance security requires City staff signature.

AES-5 An Overall Sign Plan shall be prepared and submitted for review and approval by DRB and city staff. (Any signs shown on Planning Commission exhibits have not been reviewed for compliance with Sign Ordinance standards). **Plan Requirements and Timing**: The Overall Sign Plan shall be reviewed and approved by DRB and City staff prior to and as a condition precedent to installation of any signs for the project. Individual signs shall be reviewed and approved by the DRB and city staff prior to issuance of a Sign Certificate of Conformance.

Monitoring: City staff shall verify that project signs are approved and installed according to the Overall Sign Plan.

AES-6 The height of structural development shown on final plans shall not exceed the mean height and peak height shown on the approved project exhibit maps. Finish grade shall be consistent with the approved final grading plan. Height limitations shown on preliminary plans shall be carried through on final plans and in the field. **Plan Requirements and Timing**: During the framing stage of construction and prior to commencement of roofing, the applicant shall submit verification from a licensed surveyor demonstrating that the mean height and peak height conform to those shown on the preliminary and final plans. This survey shall be reviewed and approved by the City of Goleta prior to commencement of roofing.

Monitoring: City staff shall verify compliance with this requirement prior to commencement of roofing.

AES-7 To prevent construction and/or employee trash from blowing offsite, covered receptacles shall be provided onsite prior to commencement of grading or construction activities. Waste shall be picked up daily or as directed by City staff. **Plan Requirements and Timing**: Prior to and as a condition of precedent to issuance of any LUP for the project, the applicant shall designate and provide to City staff the name and phone number of a contact person(s) to monitor construction trash/waste and organize a clean-up crew. Additional covered receptacles shall be provided as determined necessary by city staff. This requirement shall be noted on all plans. Trash control shall occur throughout all grading and construction activities.

Monitoring: City staff shall inspect periodically throughout grading and construction activities to verify compliance.

AES-8 The applicant shall prepare a detailed design of the proposed trash enclosure that exhibits good design and is compatible with the architectural style of the project. The storage area shall be enclosed with a solid wall of sufficient height to screen the area and shall include a solid gate and a roof. The trash storage area shall be maintained in good repair. **Plan Requirements and Timing**: Said trash enclosure plans shall be submitted for review and approval by DRB and City staff prior to issuance of any LUP for the project.

Monitoring: City staff shall verify compliance on project plans prior to approval of any LUP for the project. City staff shall verify installation of the approved trash enclosure prior to the issuance of any certificate of occupancy for the project.

AES-9 The applicant shall submit a composite utility plan for DRB and City staff Preliminary/Final Review. All external/roof mounted mechanical equipment on the proposed hotel (including HVAC condensers, switch boxes, etc.) shall be included on all building plans and shall be designed to be integrated into the structure and/or screened from public view in a manner deemed acceptable to the City. **Plan Requirements and Timing**: Detailed plans showing all external/roof mounted mechanical equipment shall be submitted for review by DRB and City staff prior to issuance of any LUP for the project.

Monitoring: City staff shall verify installation of all external/roof mounted mechanical equipment per the approved plans prior to the approval of any certificate of occupancy.

AES-10 All new utility service connections and above-ground mounted equipment such as backflow devices, etc, shall be screened from public view and painted (red is prohibited) so as to blend in with the project. Screening may include a combination of landscaping and/or masonry or lattice walls. Whenever possible and deemed appropriate by City staff, utility transformers shall be placed in underground vaults. All gas and electrical meters shall be concealed and communications equipment shall be completely concealed in an enclosed portion of the building, on top of the building, or within a screened utility area. All transformers and vaults that must be located within the right-of-way shall be installed below grade unless otherwise approved by the City, and then must be completely screened from view. **Plan Requirements and Timing**: The site and building plans submitted for DRB Preliminary /Final Review shall identify the type, location, size, and number of utility connections and above-ground mounted equipment as well as how such equipment would be screened from public view and the color(s) that it would be painted so as to blend in with the project and surrounding area.

Monitoring: City staff shall verify that all above-ground utility connections and equipment are installed, screened, and painted per the approved plans.

Residual Impacts

With implementation of these mitigation measures, residual project specific impacts and project contributions to cumulative aesthetic impacts would be considered less than significant.

2. Air Quality

The following discussion updates the air quality description in 96-EIR-3 for the CR Hotel.

In conformance with conditions placed on the CR Marketplace component of the approved CR Development Plan (95-DP-026), the applicant created Class II bike lanes and sidewalks around the entire Camino Real site, constructed employee showers for bicycle commuters and implemented a bus pass program for employees. (Every tenant is required to offer bus passes to their employees and onsite employees are offered and provided bus passes as well).

As a result of direction from MTD, the applicant did not end up constructing a transit center for MTD (as initially anticipated). MTD instead requested construction of bus stops in place of the transit center (9/25/98 letter from Chuck McQuary of MTD to County of Santa Barbara). The applicant constructed the requested bus stops as part of the CR Marketplace project development consistent with MTD's request. As part of the CR Hotel project, the applicant would improve the existing bus stop on the south side of Phelps Road, across the street from the hotel property, consistent with MTD recommendations (e.g. shelter, bench, and trash receptacle).

The hotel project location and proposed operations incorporate a number of components, which serve to minimize air quality impacts associated with hotel related vehicle emissions.

Location: The hotel site is conveniently located within easy walking distance of a wide variety of dining, shopping, and entertainment opportunities in the (now developed) CR Marketplace, in addition to previously existing shopping and dining choices east of Storke Road and west of Pacific Oaks. Both passive and active recreational opportunities are now located nearby, including the adjacent park, undeveloped open space to the south and west, the beach, and the Ellwood Butterfly Preserve. Easily accessible active recreational options include sport fields and courts, golf courses, a variety of bike paths/routes, as well as ocean sports.

Hotel Shuttles: The applicant is proposing to have shuttle vans available to transport guests to and from the hotel and the Santa Barbara Airport, the Goleta Amtrak train stop, and UCSB. It is expected that many hotel guests will be associated in some way with the nearby university (e.g., families visiting UCSB students, UCSB conference attendees, visiting professors, etc.).

Bicycles: The applicant is proposing to have bicycles available for hotel guests. Bicycles would be available to guests as an alternative mode of transportation to UCSB and other nearby business meetings in the Goleta area as well as for leisure/recreational purposes.

Laundry: The applicant may incorporate in-house laundry operations (water based not dry cleaning based equipment), but water based laundry equipment would not impact air quality. No boilers or generators are proposed.

In addition, the applicant proposes to incorporate the following components in the hotel construction and interiors, which would further minimize a variety of emissions generated by the project:

- *Enhanced commissioning* and *measurement and verification* to optimize energy efficiency;
- Hiring of third-party contractor to commission, or balance, the energy-consuming aspects of the hotel to ensure their efficiencies are maximized;
- Dual-paned windows;
- Resistant insulation;
- Efficient water heating;
- Low-emitting materials in the hotel, including: adhesives and sealants, paints and coatings, carpet systems, composite wood and agri-fiber products as well as products constructed with recycled material (to the extent practical), locally purchased if possible; and
- Allowance for daylight in 75% of the hotel's interior spaces;

As stated earlier in this document, 96-EIR-3 considered a hotel with up to 115 rooms, although the adopted CR Specific Plan designated a maximum of 50 rooms for a hotel. The reduction to 50 rooms did not reduce the air quality impact identified in 96-EIR-3 to a level of insignificance. Further, any increase in vehicle emissions associated with the increased number of hotel rooms, from 50 to 99, would be offset by the elimination of residential development in the area now occupied by the Little League baseball fields. 96-EIR-3 assumed development of up to 200 residential units, while the CR Specific Plan approval reduced the number of potential residential units to a maximum of 130 units. The potential for development of these residential units has been eliminated with the purchase of the Little League fields by The Foundation for Girsh Park and deed restrictions for the property, which limit use to recreational purposes (personal communication with Kim Schizas). Further, the area formerly proposed for residential purposes now has a land use designation in the Goleta General Plan of "Open Space/Active Recreation".

Project-Specific Impacts

The hotel component of the Specific Plan would still result in the following impacts:

Impact AQ-1 *Short-term emissions of fugitive dust during construction would have the potential to cause a public nuisance or exacerbate the existing PM_{10} non-attainment status, due to earthmoving activities and the proximity of dust emissions to public roadways and residential areas (Class II).*

Impact AQ-2 *The combined emissions from stationary and vehicular sources would generate increased ROC, NO_x, and CO emissions (Class III).*

Impact AQ-3 *Emissions from diesel powered vehicles is a project related source of odor that could cause a nuisance to existing residences in the project vicinity (Class III).*

Cumulative Impacts

The hotel component of the Specific Plan would still contribute to the following cumulative impacts:

Impact AQ-4 *PM_{10} emissions from project construction would combine with other cumulative sources of PM_{10} emissions in the region and would contribute to the existing violation of the State PM_{10} standard. (Class II)*

Impact AQ-5 *ROC,* NOx *and ROG emissions from project construction would combine with other cumulative project sources of NOx and ROG emissions in the region. However, because the hotel project's total emissions of NOx and ROC would not exceed the long term threshold, the project's contribution to cumulative impacts involving NOx and ROC would be considered less than significant (Class III).*

Impact AQ-6 *Project operational emissions would combine with other cumulative project sources of emissions in the region. (Class III)*

Project Specific and Cumulative Greenhouse Gas Emissions

96-EIR-3 identified the potential for overall Specific Plan buildout to contribute to ozone depletion due to chemicals used in air conditioners. Greenhouse gases (GHGs) are implicated in the acceleration of global warming experienced in the last several decades. These greenhouse gases may contribute to an increase in the temperature of the earth by transparency to short wavelength heat radiation. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. Fossil fuel consumption in the transportation sector is the single largest source of GHG emissions. Industrial and commercial sources are the second largest source of GHG emissions.

Increased development, including the proposed project, would cause GHG emissions to be generated. The proposed project would contribute to long-term increases in GHGs as a result of traffic increases and minor secondary fuel combustion emissions form project elements such as space heating and hot water heating. Additional increases in GHG emissions would occur as a result of the generation of electricity necessary to meet project-related increases in energy demand.

Currently, neither the State of California nor the City of Goleta has established CEQA significance thresholds for greenhouse gas emissions. However, the California Office of Planning & Research (OPR) has issued a Technical Advisory titled *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review* (dated June 19, 2008, available at the OPR website, www.opr.ca.gov). This advisory provides guidance to land use agencies in the interim period, until the state CEQA Guidelines are revised.

The City's methodology to address Global Climate Change in CEQA documents is evolving. The current methodology entails three steps: (1) describing the project's contribution to GHG emissions (2) identification of opportunities to reduce the project's GHG emissions, and (3) identification of global climate change impacts that may affect the project,

Furthermore, the City has reviewed much of the available subject analysis including the CAPCOA paper on CEQA and climate change referenced above. Based on this review, we believe the intent of the stakeholder agencies at this time is to target the larger sources of GHG emissions rather than every potential project with regards to CEQA analysis and subsequent impact discussion. To that end, until a good threshold is determined, the City believes it is safe to say that any project with GHG emissions greater than the GHG reporting requirement required under ARB Resolution 07-54 (25,000 tons or more of CO2 equivalent) should be considered significant.[2] Projects below these levels remain unclassifiable until more evidence becomes available. However, even small projects contribute cumulatively to increased GHGs. Therefore, where applicable, the City will identify project components which can minimize adverse, but less than significant, increases in GHG emissions.

GHGs are global pollutants and climate change is a global issue. Unfortunately, scientific and factual data are not sufficiently available to judge, without undo speculation, whether projects with relatively small, incremental contributions to global GHG emission totals are cumulatively significant or insignificant. CEQA Guidelines §15145 states, "If, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact." Therefore, until such time

[2] California Air Resources Board Resolution 07-54 establishes 25,000 metric tons of GHG emissions as the threshold for identifying the largest stationary emission sources in California for purposes of requiring the annual reporting of emissions. This threshold is just over 0.005% of California's total inventory of GHG emissions for 2004.

that 1) sufficient scientific basis exists to accurately measure GHG emissions and project future climate trends, and 2) guidance is provided by regulatory agencies to evaluate thresholds of significance and control of GHG emissions, the significance of the proposed project's contribution to global GHG emissions and thereby climate change, pursuant to CEQA, cannot be judged and such an evaluation would be speculative.

The project would contribute incrementally to cumulative increases in GHGs. However, as discussed above, the project location, the proposed design, and proposed operations would serve to minimize generation of GHGs associated with vehicle emissions, heating, cooling, and electrical demand.

Due to the speculative nature of assigning a precise threshold at this time and taking into account the specific project components which will effectively minimize generation of GHGs, t~~T~~he proposed hotel's project-specific and cumulative contribution to GHG related impacts is considered adverse, but less than significant (Class III).

Mitigation Measures

The following mitigation measures (updated to reflect current City condition language) would be required:

AQ-1 To mitigate fugitive dust emissions, the applicant shall implement APCD dust control measures, including, but not limited to wetting down graded areas and vegetating areas left undeveloped for more than four weeks, during all earthmoving and ground disturbing activities, requirements for gravel pads to be installed at access points to the project site, use of vacuum trucks or suction sweepers to collect soil on paved surfaces, and designation of a person(s) to monitor the dust control program during regular construction hours as well as during holidays and weekends.. **Plan Requirements and Timing**: All APCD required dust control measures shall be noted on all construction plans and shall be submitted for approval by City staff prior to issuance of any LUP for the project. The name and telephone number of a designated person to monitor the dust control program shall be provided to City staff and the APCD.

Monitoring: City staff shall perform periodic site inspections to verify compliance as well as contact the designated monitor as necessary to ensure compliance with dust control measures.

AQ-2 In order to minimize ROC and NOx emissions, the following equipment control measures shall be implemented:

a) All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.

b) Diesel powered equipment should be replaced by electrical equipment whenever feasible.

c) As of June 15, 2008, fleet owners are subject to sections 2449, 2449.1, 2449.2 and 2449.3 in title 13, Article 4.8, Chapter 9, of the California Code of Regulations (CCR) to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use off-road diesel-fueled vehicles.
See http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

d) Diesel construction equipment meeting the California Air Resource Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.

e) Other diesel construction equipment, which does not meet CARB standards, shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed.

f) Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

g) All construction equipment shall be maintained in tune per the manufacturer's specifications.

h) The engine size of construction equipment shall be the minimum practical size.

i) The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

j) Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible.
State law requires that drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds:

   i) Shall not idle the vehicles' primary diesel engine for greater than 5 minutes at any location

ii) Shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle with a sleeper berth within 100 feet of a restricted area (homes and schools).

k) Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Plan Requirements and Timing: The project applicant shall include these measures as notes on a separate sheet attached to the grading and building plans. City staff shall review and approve the plans prior to issuance of any LUP for the project. These measures shall be implemented during (and after project construction, where applicable).

Monitoring: City staff shall perform periodic site inspections to verify compliance with approved plans, as well as contact the designated monitor as necessary to ensure compliance with equipment control measures. APCD inspectors shall respond to nuisance complaints.

AQ-3 Mechanical air conditioners shall use non-CFC refrigerants. The air conditioning systems shall utilize HCFC-123 or other refrigerants which are determined to have a minimal effect on ozone depletion. If feasible, the systems installed shall be designed to accommodate new non-ozone depleting refrigerants as they become available. **Plan Requirements and Timing**: Air conditioner information shall be provided on project building plans and shall be reviewed and approved by City staff prior to issuance of LUPs for structures.

Monitoring: City staff shall verify conformance with this measure on project building plans prior to issuance of LUPs and shall verify installation in conformance prior to certificate of occupancy.

AQ-4 The project shall comply with all Rules and Regulations required by the Santa Barbara County APCD, including, but not limited to:

a) Compliance with APCD Rule 339, governing application of cutback and emulsified asphalt paving materials;
b) Obtaining required permits for any emergency diesel generators or large boilers prior to any LUPs;
c) Obtaining APCD permits prior to handling or treating any contaminated soil onsite, if identified;
d) Limited idling of heavy-duty diesel trucks during loading and unloading to five minutes at any location and auxiliary power units should be used whenever possible. See AQ-2 for additional idling restrictions.

The applicant shall further provide a letter to all adjacent property owners with a construction activity schedule and construction routes as well as the name and telephone number of a contact person responsible for the construction schedule fourteen days in advance of construction activities. Any alterations or additions shall require seven day notification. Planning & Environmental Services is to receive copies of all correspondence.

The following mitigation measures would still be recommended to minimize adverse, but less than significant impacts:

AQ-5 The following energy-conserving techniques shall be incorporated unless the applicant demonstrates their infeasibility to the satisfaction of Planning & Environmental Services staff prior to approval of Land Use Permits:

a. Installation of low NOx water heaters and space heaters per specifications in the Clean Air Plan;
b. Installation of heat transfer modules in furnaces;
c. Use of light colored water-based paint and roofing materials;
d. Installation of solar panels and/or use of water heaters that heat water only on demand;
e. Use of passive solar cooling/heating;
f. Use of natural lighting;
g. Use of concrete or other non-pollutant materials for parking lots instead of asphalt;
h. Installation of energy efficient appliances;
i. Installation of energy efficient lighting;
j. Use of landscaping to shade buildings and parking lots;
k. Installation of sidewalks and bike paths;
l. Installation of covered bus stops to encourage use of mass transportation.

AQ-6 The Alternative Transportation Program shall incorporate the following measures:

a. A program to educate employees and customers about the benefits of alternate transportation modes;
b. Shower and locker facilities for bicyclists;
c. Preferential parking for carpoolers;
d. Child care facilities or access to nearby facilities;
e. Transit and carpool subsidies;

Plan Requirements and Timing: The applicant shall include these measures as part of any project lease agreement terms or shall incorporate these measures as the business owner/operator. A sample agreement or owner/operator plan shall be submitted for review and approval prior to issuance of LUPs.

Monitoring: City staff shall periodically inspect to confirm compliance and implementation of Alternative Transportation Program measures.

Residual Impacts

With implementation of the required mitigation measures above, residual project-specific and cumulative air quality impacts would be considered less than significant. Implementation of the recommended mitigation measures would minimize adverse project specific and cumulative air quality impacts.

3. Biology

96-EIR-3 includes an extensive discussion of the biological resources existing within the Specific Plan area prior to development of the CR Marketplace, active and passive parkland and related access roads and parking lots. Although the CR Hotel site was not developed concurrently with these Specific Plan components, the hotel site was rough graded at the same time as these developments, including installation of infrastructure improvements along Storke and Phelps Road and installation of underground drain pipes to convey runoff water from the project site, under the adjacent soccer fields and to the CR Natural Area, as part of the drainage plan for the entire Specific Plan area.
96-EIR-3 identified the potential for overall Specific Plan buildout to directly remove wetlands due to grading and development of the approved structures, parking lots, roads, and infrastructure. Specifically, Class II biological impacts were anticipated on the hotel site. While the written discussion of seasonal wetlands throughout the entirety of the Camino Real development attempted to be clear, there was a written oversight in 96-EIR-3 and the Specific Plan in regards to the 0.03-acre wetland on the hotel's site. 96-EIR-3 and the Specific Plan correctly stated that short term impacts to the seasonal wetland on-site was avoidable, but the documents' text did not *clearly* indicate that the 0.03-acre seasonal wetland on-site was intended to be removed over the long term. The 0.03-acre degraded seasonal wetland removal is made clear when reviewing 96-EIR-3's and the Specific Plan's maps, which indicate the hotels' footprint would be located over the 0.03-acre degraded seasonal wetland resulting in the same Class II impact and utilizing the same mitigation measures for the removal and replacement of wetlands throughout the entirety of the development.

Following 96-EIR-3's certification and the Specific Plan's approval, an Army Corps of Engineers Section 404 permit and a grading permit were subsequently issued (December 11, 1997 and December 30, 1997, respectively) that removed wetlands, including the 0.03-acre degraded seasonal wetland located on-site. 96-EIR-3 and the Specific Plan contained mitigation measures to replace wetlands on a 2:1 ratio as a part of the project. The developer however went above and beyond their required mitigation by creating 1.02-acres of new wetlands on-site and enhancing 0.82-acres of wetlands in Isla Vista (see the Camino Corto Wetland Restoration Plan 1997) by a rate of 5:1. As the removal of the 0.03-acre wetland was intended, and as the applicant has already mitigated the loss of this wetland onsite and restored wetlands offsite, no new

impact occurs as a result of this project. As the applicant has already replaced wetlands at a rate of 250% of the required mitigation, no additional mitigation would be needed.

The proposed hotel project would incorporate erosion control, restrictions on washing of construction equipment, and incorporation of grease traps and vegetated bio-swales on-site. The applicant previously complied with a Development Plan condition requirement to contribute funding toward ecological management of the Devereux Slough as part of land use permit issuance for the CR Marketplace.

The applicant proposes to limit on-site landscape plantings to non-invasive plant species. This reduces the spread of invasive species into the Natural Area and Devereux Creek and Slough, given that site run-off will drain directly to the Natural Area, an already established and operational natural filter for run-off water from the developed portions of the CR Specific Plan. Landscaping would be watered with potable water instead of reclaimed water, as the reclaimed water contains high sodium levels and the subsurface soils contain a clay pan that limits percolation. Use of reclaimed water with these soil conditions resulted in concentrated sodium levels that retarded or destroyed many plants in the CR Specific Plan area. In addition, landscaped areas throughout the CR Marketplace & proposed hotel project site would utilize drip-irrigation water delivery system instead of spray heads. This would minimize run-off water from landscaped areas.

With regard to the hotel project, the proposed drainage plan is designed to convey run-off water from on-site impervious surfaces first to on-site vegetated swales and then to drop-inlets, which feed to underground pipes running between the adjacent soccer fields and the CR Natural Area.

Project-Specific Impacts

The hotel component of the Specific Plan would still result in the following impacts:

Impact BIO-1 *Short-term impacts from grading due to potential sedimentation of wetlands (Class II).*

Impact BIO-2 *Long-term water quality impacts from grease and other pollutants in runoff water from paved surfaces (Class II).*

Impact BIO-3 *Modification and/or elimination of wetland habitats and their functions and values (Class II).*

Cumulative Impacts

The hotel component of the Specific Plan would still contribute to the following cumulative impacts:

Impact BIO-4 *Contribution to cumulative removal of grassland and wetland habitats that are part of the Devereux Slough Ecosystem. (Class II)*

Mitigation Measures

The following mitigation measures would be required in addition to compliance with Specific Plan development standards addressing management of the willow woodland, avoidance of invasive species, and use of sediment and grease traps.

BIO-1 For development during the rainy season (November 1 to May 1), erosion control mechanisms shall be in place and implemented.

BIO-2 During construction, an area for washing of concrete, paint and equipment shall be designated where polluted water and materials can be contained for removal from the site.

BIO-3 Oil and grease traps or other protective devices and measures, including bio-filters, shall be incorporated on-site to minimize transport of pollutants into wetlands.

BIO-4 Grading and Drainage plans for the hotel project shall be designed to convey drainage to the willow woodland in a manner which helps to replace the functions provided by existing wetlands on the site (e.g., use of on-site bio-swales to filter and slow the rate of flow of stormwater runoff).

BIO-5 To address cumulative impacts to Devereux Slough, applicant shall contribute funding toward protection and restoration of remaining open lands within the Devereux Slough watershed.

Residual Impacts

With incorporation of mitigation measures identified above, project-specific impacts and the project's contribution to cumulative biological impacts would be reduced to less than significant levels.

4. Cultural Resources

As a result of the revised project, there would be no changes to cultural resource impacts described in 96-EIR-3 . No significant resources were located during a surface examination of the property. The project site has already been rough graded, but no cultural resources were discovered. The proposed hotel is proposed in the same development footprint as was considered for a future hotel in 96-EIR-3 and the 1997 Addenda. There are no other aspects of the current hotel project which would increase the potential for significant impacts to cultural resources on or off of the project site.

Project-Specific Impacts

The hotel component of the Specific Plan would still result in the following impacts:

Impact CR-1 *Although not anticipated, project construction could result in disturbance of unknown potentially significant sub-surface cultural resources.* (Class II)

Cumulative Impacts

The project is not expected to impact significant cultural resources. Therefore, the project's cumulative impacts on archaeological resources would be less than significant (Class III).

Mitigation Measures

The following mitigation measure would be required:

CR-1 In the event archaeological artifacts are encountered during grading or other ground disturbing activities, work shall be stopped immediately or redirected until a City approved archaeologist and Native American representative are retained by the applicant (at its cost) to evaluate the significance of the find pursuant to Phase 2 investigations approved by the City of Goleta. If remains are found to be significant, they shall be subject to a Phase 3 mitigation program acceptable to the City of Goleta, funded by the applicant.

Residual Impacts

Upon implementation of the above mitigation measure, residual project-specific and cumulative impacts to cultural resources would be less than significant.

5. Energy

Project-Specific and Cumulative Impacts

96-EIR-3 did not identify any potentially significant energy impacts that would result from build-out associated with the Specific Plan, including construction of a 115-room hotel on the project site. The current project proposes a 99-room hotel. There are no components of the proposed project which would significantly increase the anticipated energy demand for this visitor serving portion of the CR Specific Plan area. Both the hotel design and operations have been planned to minimize energy use. The applicant is proposing to achieve at least a minimum LEED (Leadership in Energy and Environmental Design) standard certification to demonstrate overall energy reduction. Hotel operations also include provision of shuttle vans and bikes. The shuttle vans would be available to transport guests to and from regional transportation facilities and UCSB; additionally, bikes would be

available for the same purpose as well as for recreational use. These operational components would reduce demand for fossil fuels associated with motor vehicle use. Therefore, the project would result in less than significant energy impacts (Class III).

Mitigation Measures

No mitigation required.

Residual Impacts

Project-specific and cumulative energy impacts would remain less than significant.

6. Environmental Hazards

6.1 Hazardous Materials Storage

Not applicable: 96-EIR-3 did not identify any hazardous materials storage impacts associated with the hotel portion of the Specific Plan project. Refer to the Land Use section for discussion of airport related hazards.

6.2 Electro-Magnetic Fields

As a result of the revised project, there would be no changes to impacts from exposure to electro-magnetic fields described in the Final EIR (Class III).

Project-Specific Impacts

The hotel component of the Specific Plan would still result in the following impacts:

Impact EH-1 *Exposure to electro-magnetic fields associated with electric power lines of 2 mG or less would be adverse, but less than significant.*

Cumulative Impacts

Cumulative impacts from anticipated changes to Southern California Edison (SCE) power lines in the area would be less than significant (Class III).

Recommended Mitigation Measures

The following mitigation measures are recommended:

EH-1 The applicant shall maintain landscape buffer setbacks as shown on the Specific Plan, and maximize setback distance to proposed underground power lines from areas where people congregate and linger. **Plan Requirements and Timing**: Project plans shall identify the location of overhead lines adjacent to the project site and shall maintain setbacks identified on the DP approved plans.

Monitoring: City staff shall verify construction according to approved plans, with regard to building setbacks.

EH-2 The applicant shall work with SCE to ensure that any under-grounding of electrical facilities shall occur using best practices for reduced magnetic fields in accordance with SCE's EMF Design Guidelines. **Plan Requirements and Timing**: If any utilities will be under-grounded as part of the project, applicant shall submit confirmation from SCE that best practices have been incorporated. This confirmation shall be submitted prior to issuance of LUPs.
Monitoring: City staff shall verify that any under-grounding is performed pursuant to SCE confirmed best practices design.

Residual Impacts

Residual project specific and cumulative impacts associated with environmental hazards would remain less than significant.

7. Geological and Drainage Processes

The proposed CR Hotel project would not result in changes to geologic impacts described in 96-EIR-3.

The grading and drainage plan for the majority of the CR Specific Plan area has already been implemented and the proposed hotel project site has already been rough graded. The site is nearly level with additional grading on-site limited to achieving positive drainage to the landscaped bio-swales along the property's south and east perimeters. The applicant proposes stormwater catch basins/drains and pollution prevention interceptors on-site and bio-swales both on-site and within the right-of-way to avoid cross lot drainage. The bio-swales in turn would drain to two proposed drop-inlets which would carry run-off water by an existing underground 30-inch storm drain west, under the soccer field, en route to an existing natural area for bio-filtration on the adjacent Girsh Park property. The existing Specific Plan drainage design developed as part of the CR Marketplace project retains run-off water on-site in this natural area to improve the quality of run-off water leaving impervious surfaces on-site. The natural area

for bio-filtration was previously engineered to hold a 100-year flood event for all development considered in the CR Specific Plan.

The applicant has provided some specific details, as discussed immediately below, regarding the existing drainage system in response to comments received on the Draft Addendum (email from K. Schizas dated 10/08/08). As part of the general maintenance of the shopping center, CR Marketplace staff monitor and maintain the private storm water and storm drain system. The storm water system consists of drop inlets and catch basins located throughout the shopping center. Fossil filters are installed at each drainage structure inlet and act as a first line of defense in treating high concentrations in low storm flow run off. All storm water collected from within the Marketplace discharges into the fore-bay of the bio-swale which additionally treats low flow storm water. The bio-swale, located south of Santa Felicia Road, drains into the Natural Area (in Girsh Park) where it is further treated and detained before leaving the property via an outlet structure just north of Phelps Road. The bottom of the basin in the Natural Area sits approximately two feet below the opening to the outlet structure, providing the necessary detention capability.

Quarterly inspections of the storm water drainage inlets are performed by the Camino Real Facilities Manager. Two times per year, Camino Real staff inspects and service all fossil filters, at which time the filter media material is changed. At the same time the inlets structures are cleaned and sediment and trash are removed via the manhole.

As to the bio-swale and Natural Area, Camino Real maintenance staff performs weekly trash collection in the bio-swale. Additionally, quarterly inspection of the bio-swale is performed by the CR Marketplace landscape contractor, Kitson Landscaping. These inspections identify and document non-native plant material and the overall health of the plant material and environment. They also inspect and clear out blockage in front of the outlet structure at the south end of the bio-swale which discharges into the Natural Area. Annual cleaning and clearing in the Natural Area and its outlet structure is performed in the fall before the rainy season. During this work, the path of water flow through the Natural Area is cleared of vegetated material and overgrown material in front of the outlet structure is removed. This work was just recently completed.

The City of Goleta oversees compliance with conditions of approval for the Camino Real Marketplace Development Plan, including conditions relating to the maintenance of the project drainage facilities.

City of Goleta Community Services staff is aware of specific maintenance issues associated with drainage infrastructure south of the Specific Plan area and outside of the City's jurisdiction. The CR Hotel project would not result in, or contribute significantly to, increased flooding and drainage impacts associated with existing drainage facilities. However, separate from the CR Hotel process, the City is in the process of coordinating with other agencies to address these

maintenance issues to ensure proper operation of area drainage infrastructure and protection of area properties from flooding.

Project-Specific Impacts

The hotel component of the Specific Plan would still result in the following impacts:

Impact GR-1 *Project grading would result in a short-term increase in erosion and sedimentation* (Class II).

Impact GR-2 *On-site flooding from increased peak flows would be mitigated by proposed retention basin and multi-outlet outflow system. (Class III)*

Impact GR-3 *Impacts to structures could result from seismic shaking (Class III).*

Impact GR-4 *Damage to foundations, utilities and other facilities could result from expansive soils known to be present onsite.* (Class II)

Impact GR-5 *Damage to foundations, utilities and other facilities could result from compressible soils known to be present onsite.* (Class III)

Also refer to Biology and Water Resources sections regarding water quality impacts.

Cumulative Impacts

Cumulative impacts associated with accelerated erosion and sedimentation from cumulative development in the area would remain the same. (Class III)

Mitigation Measures

The following mitigation measures would still be required:

GR-1 The following shall be included in the Final Grading and Drainage plans and implemented during construction:

a. Temporary berms and sediment traps;
b. Revegetation of non-paved areas immediately after grading;
c. Surface runoff shall be conveyed in accordance with the approved drainage plans;
d. Energy dissipaters shall be installed at drain pipe outlets;
e. Grading shall not occur during the rainy season unless approved erosion control measures are implemented;
f. Grading shall ensure that water does not drain toward structures or pavements.

Plan Requirements and Timing: The final grading and drainage plan (including details regarding conveyance of on-site drainage to the overall CR Specific Plan area drainage system, implementation of BMPs and conformance with Stormwater Management Program standards) shall be reviewed and approved by Community Services and Planning & Environmental Services staff prior to issuance of LUPs. All drainage related measures shall be implemented throughout construction/during project operations, as identified on the approved drainage plan.

Monitoring: City staff shall verify approval of grading and drainage plan prior to issuance of LUPs.

GR-2 Footings, foundations, utility placement and pavement areas shall be designed using techniques to address the potential for expansive and/or compressible soils on-site. **Plan Requirements and Timing**: Soils reports shall be submitted for City staff review and approval addressing potential expansive and compressible soil conditions on-site. Grading plans consistent with the acceptable soils report recommendations shall be reviewed and approved by City staff prior to LUPs.
Monitoring: City staff shall verify approval of soils reports and final grading and drainage plan prior to issuance of LUPs.

Residual Impacts

Upon implementation of the above mitigation measures as well as Mitigation Measure WR-5 (which also addresses drainage), residual project-specific and cumulative impacts would be less than significant.

8. Land Use

96-EIR-3 evaluated the compatibility of buildout under the CR Specific Plan with the nearby Santa Barbara Municipal Airport (SB Airport) and potential impacts on Goleta Valley's economic setting. The proposed CR Hotel project does not alter the impacts on land use described in the 96-EIR-3.

8.1 Santa Barbara Municipal Airport

The discussion below summarizes and updates the airport land use issues relating the CR Hotel property and addresses airport related issues raised in letters submitted on the project by the City of Santa Barbara (dated 11/1/2007) and SBCAG (dated 11/13/2007).

The CR Hotel property is located at the northwest corner of the Storke Road/Phelps Road intersection, less than one mile and slightly south of the extended centerline of the existing Santa Barbara Airport runway. The Goleta Post Office building and a portion of the Storke Ranch residential community is located across Storke Road from the proposed hotel site. However, the site is separated from the end of the runway and the rest of the SB Airport property by a

variety of existing development, including service industrial, research industrial, general commercial, residential development and Los Carneros Road.

Much of the analysis and many of the conclusions in 96-EIR-3 were based on information contained in the following documents:

- Camino Real Development Aircraft Impact Analysis (ACTA, Inc., 1996);
- The California Department of Transportation (Caltrans) Division of Aeronautics *Airport and Land Use Planning Handbook* (Hodges and Shutt, 1993); and
- Airport Land Use and Safety Study, Camino Real Specific Plan and Camino Real Development Plan Project (P & D Aviation, October 30, 1995)

Although the 1997 Specific Plan approval identified a 50-room hotel, **96-EIR-3, the certified EIR for the Camino Real project, evaluated a 115-room hotel for the project site**. 96-EIR-3 identified the project's location in the Airport Land Use Plan (ALUP) defined Safety Zone 2 (Approach Zone), the Caltrans defined Traffic Pattern Zone, and the 65-70 dBA CNEL contour on the Airport Land Use Commission (ALUC) adopted noise contour map. (This noise contour map has since been revised to show the entire project site is located outside of the 65 dBA CNEL noise contour and within the 60-64 dBA CNEL contour). 96-EIR-3 also evaluated and identified potential airport related impacts taking into consideration the (then) planned 800-foot modification to the Santa Barbara Airport Runway 7/25 approach surface (now completed). Taking all of these factors into consideration, the ALUC found that a 50-room hotel identified in the Camino Real Specific Plan was consistent with the ALUP.

96-EIR-3 assessed the potential for a safety impacts associated with an aircraft accident in the airspace over the Specific Plan area. The assessment concluded that an airplane accident striking one of the buildings within the CR Specific Plan would have an "unlikely" frequency of occurrence, but a "major" consequence. Based on adopted safety thresholds, this risk of upset was and is considered a significant safety impact.

Prior to the July 1997 County approval of the Camino Real project, an addendum to 96-EIR-3 was prepared (Santa Barbara County, 1997). This addendum discussed the project modifications that emerged from the ALUC process. The addendum also discussed the ALUC's determination of the project's consistency with the ALUP in response to incorporation of these modifications. The project modifications included provision of a 300-foot wide airport safety corridor across the southern portion of the shopping center property, resulting changes to the location of several structures and parking areas to accommodate the safety corridor, a reduction in the height of the movie theater's tower, a reduction in the number of theater seats, reduction in the number of hotel rooms (from 115 to 50

rooms)[3], and other site plan modifications. Although these changes resulted in an ALUC finding of consistency with the ALUP, they did not change the impact classification and 96-EIR-3 impacts associated with airport safety remained significant and unavoidable (Class I) due to the exceedance of the safety thresholds. Therefore, the level of impact identified in the EIR with regard to the potential for physical aircraft related safety impacts did not change.

The current 99-room hotel proposal is located in the same building footprint as the previously analyzed 115-room hotel. 96-EIR-3 assumed development of a one or two-story hotel of 25 to 35 feet in height. In addition, there are no project components or new information that would generate an increase in the severity of safety impacts identified in 96-EIR-3, associated with CR Hotel's proximity to the Santa Barbara Airport and aircraft over-flights. As indicated above, safety impacts were analyzed and identified with and without the 800-foot runway extension

City of Goleta height restrictions for the parcel include the following: A recommended maximum height of 25 feet per the General Plan which can be exceeded with a finding of good cause; an averaged height of 35 feet per the C-2 zone district, a maximum of 45 feet in the Approach Zone, and a maximum height of 50 feet for "church spires" and similar architectural features in all zone districts. The current hotel design, including proposed height, was recently reviewed by the Federal Aviation Administration, which conducted an Aeronautical Study addressing the FAR Part 77 approach surface for Runway 7/25. In their May 15, 2008 letter, the FAA granted a "Determination of No Hazard to Air Navigation" for the proposed project. The Study revealed that the proposed hotel structure does not exceed obstruction standards and would not be a hazard to air navigation. In addition to the hotel height, the applicant also confirmed that temporary construction equipment would not exceed the overall heights (40 feet above ground level & 65 feet above mean sea level) considered within the Study.

With regard to lighting and materials, the applicant has proposed dark sky standards to minimize both aesthetic impacts and to minimize glare from proposed outdoor lighting and reflective building materials that could distract pilots landing on or taking off from Runway 7/25. This lighting issue was discussed at the DRB's Conceptual review of the project. Following a decision-maker approval of the project, the DRB would consider this issue further when the project returns for Preliminary and Final review. At that time the applicant would provide a final color/materials board without reflective building materials and a detailed lighting plan incorporating dark-sky standards that includes cut-sheets and the placement of the lighting fixtures and bollards..

Land use compatibility in proximity to the airport is also affected by noise generated by airport operations. Transient lodging, including a hotel, is

[3] The ALUC did not consider a specific hotel design, as no building plans were proposed for this visitor-serving portion of the Specific Plan at that time.

considered a noise sensitive use. Therefore 96-EIR-3 evaluated the potential for hotel guests to be exposed to excessive noise levels (45dBA CNEL indoors and 65 dBA CNEL in outdoor areas), particularly noise generated by airplane over-flights in the area. 96-EIR-3 identified the hotel, as being located within the Santa Barbara Airport's 65-70 dBA CNEL noise contour. However, based on the most recent noise exposure maps included in the Santa Barbara Airport's "Airport Noise and Land Use Compatibility Plan Update", noise levels on the project site are lower than previously identified. The current noise contour maps show the site well outside of the 65 dBA noise contour. According to these updated noise contours, the site is now located within the 60-64 dBA CNEL contour. Further, based on the Airport's projected noise contour maps for 2008 and 2025, exterior noise levels on-site would remain below 65 dBA CNEL, the maximum acceptable level for exterior living areas for noise sensitive uses. Interior noise levels can be feasibly reduced to 45 dBA CNEL with fairly standard construction design. Acoustical reports required with project building plans will be reviewed and approved prior to issuance of Land Use Permits to ensure that construction design will adequately provide required noise reduction for interior areas. (Refer to Noise section below for more information on noise impacts).

The requirement for a CEQA document to evaluate a project's consistency with applicable plans and policies, such as the Airport Land Use Plan (ALUP), is tied to whether physical environmental effects would result from a potential inconsistency with such plans and policies. 96-EIR-3 clearly discloses the potential for significant safety impacts in the Specific Plan area associated with an aircraft accident occurring in the airspace over the CR Specific Plan parcels. In addition, 96-EIR-3 identifies the potential for significant noise impacts on sensitive receptors in the Specific Plan area to occur from aircraft over-flights. Therefore, the discussion of consistency with the ALUP below is discussed primarily in the context of a related policy issue, since the physical environmental effects (safety and noise impacts) of the project's location in the Santa Barbara Airport's Safety Area 2 (Approach Zone) have already been disclosed in 96-EIR-3 and the level of impact associated with safety and noise impacts from proximity to the airport runway and over-flights has not changed.

8.2 Camino Real Specific Plan/Goleta General Plan

Two Specific Plan Development Standards are proposed for modification: SP LU-21 and SP LU-23. In addition, the Goleta City Council has recently approved amendments to several General Plan policies and development standards (General Plan Amendments Track 2 June 2008), some of which relate to development in proximity to the Santa Barbara Airport and airport approach zones. The applicant proposed amendments to Specific Plan development standards and the approved revisions to the Goleta General Plan policies are included below:

Proposed Amendments to Specific Plan Development Standards

SP LU-21 *The land use designation for the visitor-serving commercial component shall be ~~General~~ Community Commercial and the zoning shall be Retail Commercial (C-2).*

SP LU-23 *A hotel or motel shall be limited to a maximum of ~~50~~ 99 rooms*

Adopted Amendments to Goleta General Plan Standards

SE 9.2 Height Restrictions. [GP] *The City shall ensure that the heights of proposed buildings, other structures, and landscaping conform to airport operational requirements to minimize the risk of aircraft accidents. The City shall establish and maintain standards in its zoning ordinance for building and structure height restrictions for development in proximity to the Santa Barbara Municipal Airport. To ensure compliance with height restrictions, proposed development or uses that require Airport Land Use Commission (ALUC) review pursuant to the Airport Land Use Plan shall be referred to the ALUC for review.*

SE 9.3 Limitations on Development and Uses. [GP] *The City shall establish and maintain standards in its zoning ordinance for use restrictions for development near the Santa Barbara Municipal Airport. These standards should identify uses that may be compatible in each zone. Proposed development or uses that require Airport Land Use Commission (ALUC) review pursuant to the Airport Land Use Plan shall be referred to the ALUC for review.*

SE 9.4 Maintenance of an Airport Safety Corridor for Runway 7. [GP] *A minimum 300-foot-wide clear zone limited to open space, landscaping, roadways, and parking shall be maintained on the Camino Real Marketplace and the Cabrillo Business Park properties. This airport safety corridor shall be set along an extension of the Runway 7 centerline and shall be 300 feet wide as depicted in Figure 5-3. The airport safety corridor shall be shown on all development plans submitted to the City.*

SE Figure 5-3 Other Hazards

Modify Figure 5-3 Other Hazards to correct the location of the airport safety corridor as follows: shift the airport safety corridor alignment to the south, consistent with the mapped alignment in the Camino Real Specific Plan 1997 and the Goleta Community Plan 1993.

As part of the map amendment, change the source note on Figure 5-3 to reflect the updated map source information as follows:

Source: The airport hazards zones are based on maps provided in the Santa Barbara County Airport Land Use Plan 1993 and are approximate. Projects are reviewed by the City and Airport Land Use Commission on a case by case basis to determine the precise location of the airport hazard zone in relation to the project. The Airport Influence Area is based upon a map provided by the Santa Barbara County Association of Governments 2008.

The Goleta General Plan Land Use Table 2-2 was also amended as part of the Track 2 Amendments to allow exceptions to recommended development standards, including height and Floor Area Ratios (FARs), subject to a finding of good cause. As discussed in the Aesthetic section earlier, the hotel size, footprint and height do not conflict with Zoning Ordinance development standards. However, the *recommended* Floor-Area-Ratio (FAR) and height limit in Table 2-2 would be exceeded. Therefore, City decision-makers will determine whether a finding of good cause is appropriate with regard to compliance with these two standards, when they consider the Development Plan for the hotel project. ; As the FAR and height relate to land use, the FAA found no issue with the hotel's proposed FAR or height and the FAR does not direct the population density on-site.

8.3 Airport Land Use Plan

Compatibility with the ALUP:

The CR Hotel site is located in Zone II, Airport Safety Area 2 (Approach Zone) in the ALUP and is located less than one mile from the edge of the runway. These criteria trigger ALUP review of development on the subject property. Several relevant excerpts from the ALUP are included below:

ALUP Chapter 3: Guidelines for Land Use

- *The Public Utilities Code gives the Airport Land Use Committee the power "...to assist local agencies in ensuring compatible land uses in the vicinity of existing airports to the extent that the land in the vicinity of such airports is not already devoted to incompatible uses."*

- *The ALUC must design a proscriptive land use plan for airport environs such that land uses incompatible with airports are not permitted, but maximum discretion is left to local jurisdictions to plan land uses for local needs.*

- *This chapter provides very broad airport land use guidelines.*

- *Commercial Uses: Restaurants, shopping centers...hotels, motels, and theaters are generally good uses on an airport or adjacent to it, but should incorporate sound insulation in buildings for internal livability. None of these should be constructed in the airport approach zones.*

- *Safety Area 2 (Approach Zone)*
  This zone is an extension of the clear zone in which uses which do not result in a concentration of people[4] or particular fire hazard are generally allowed. Height restrictions in the approach zone are more severe than in other zones except the clear zone and must be absolutely enforced.

- *ALUP Table 4-1, Land Use Guidelines for Safety Compatibility Only*
  According to Table 4-1, a hotel use in Safety Area 2 (Approach Zone) "*is not compatible in an approach zone within one mile of a runway.*" The ALUP will consider this guideline in their review of the CR Hotel.

ALUP Chapter 5: ALUC Policy

- *Within Safety Area 2 (Approach Zone) incompatible uses are:*
  Non-residential uses within one mile of the runway end which would result in large concentrations of people, such as, but not limited to, shopping centers, schools, hospitals, or stadiums.

- *Large concentrations is a purposely vague term as the issue will vary with the land use and location. For general purposes, the threshold for review is roughly 25 persons per acre…*

The Caltrans Division of Aeronautics ALUP Handbook also addresses land use compatibility near airports. The project site is located within Zone 6, Traffic Pattern Zone. According to Table 9B in the Handbook, this zone is characterized as follows:

Risk Factors and Runway Proximity:
Generally low likelihood of accident occurrence at most airports;
Risk concern primarily is with uses for which potential consequences are severe;
Zone includes all other portions of regular traffic patterns and pattern entry routes.

Basic Compatibility Qualities
Allow residential uses;
Allow most nonresidential uses;
Prohibit outdoor stadiums and similar uses with very high intensities;
Avoid children's schools, large day care centers, hospitals, nursing homes

[4] Although "concentration of people" is not defined in the ALUP, a footnote to ALUP Table 4-1 states, "The threshold for review of "large concentrations" is on the order of 25 people per acre for non-residential uses…"

Suggested Compatibility Criteria:

- *The principal safety compatibility strategy is to limit the number of people (residential densities and nonresidential intensities) in the most risky locations near airports. Additionally, certain types of highly risk sensitive uses (schools and hospitals, for example) should be avoided regardless of the number of people involved.*

Risk Reduction Though Building Design (p.9-53)

Although avoidance of intensive uses is always preferable, a concept which may be acceptable in some situations is risk-reduction special building design. This concept should be limited to airports which are situated in highly urbanized locations and are used predominantly by small aircraft. In these circumstances, consideration might be given to allowing higher numbers of people (no more than 1.5 to 2.0 times the basic intensity) in buildings which incorporate special risk-reduction construction features such as:

- *Concrete walls;*
- *Limited number and size of windows;*
- *Upgraded roof strength;*
- *No skylights;*
- *Enhanced fire sprinkler system;*
- *Single-story height; and/or*
- *Increased number of emergency exits.*

Based on information the applicant gathered from other hotel operators and management companies, year round average occupancy of the hotel is estimated to be 76.2% and peak period average occupancy (June-September) is estimated to be 87%.

The ALUP does not contain specific standards for population densities for the Approach Zone. However, the Caltrans Division of Aeronautics ALUP Handbook provides guidance for acceptable population densities in various airport zones. The project site is located within the Traffic Pattern Zone, based on the Caltrans ALUP Handbook. Land uses to be avoided in the Traffic Pattern Zone are identified as sensitive land uses such as hospitals, children's schools and nursing homes. With regard to acceptable densities, the Handbook includes the following:

Population Density	Acceptability of Risk
25-50 per acre	Acceptable
51-90 per acre	Marginal
90 or above	Unacceptable

The applicant calculated the proposed project's population density to be 35 to 36 persons/acre based on a 99-room hotel, a 76.2% occupancy rate, a customer rate of 1.25 people per room, plus an estimate of up to 18 employees on site at the same time. City of Goleta staff also analyzed the project based on Associated Transportation Engineers (ATE) population density estimates of 1.5 persons/room from the original 96-EIR-3 (per Wynmark's letter dated April 10, 1997) plus an estimate of up to 18 employees on-site at the same time and found the proposed project's population density to be approximately 43 and 49 persons/acre. The associated mathematics for these density calculations are detailed in the Population Density Calculations attached to this Addendum.

In any of the above scenarios, the proposed density is agreed to be above 25 persons/acre and less than 50 persons/acre. In addition, although an airplane accident can happen at any time of day, it should be noted that maximum occupancy (density) of a hotel typically occurs at night, when the number of aircraft flights at the Santa Barbara Airport is lowest.

The proposed hotel would continue to be subject to significant risk of upset potential with "unlikely" frequency of occurrence, but a "major" consequence. Therefore, the proposed hotel would continue to generate an unavoidable significant safety impact (Class I) because of the property's location in relation to Santa Barbara Airport operations and the safety thresholds of significance. As part of project processing, this project was referred to the ALUC for review and a determination of consistency with the ALUP.

On October 16, 2008, the ALUC considered an SBCAG staff report for the current CR Hotel project. The staff report recommended that the 99-room hotel request be found inconsistent with the ALUC, with an Alternative Finding (Option 2) that the 99-room hotel project is consistent with the ALUC. Specific findings for consistency were not included in the staff report for Alternative Finding, Option 2. The ALUP also considered letters from the City of Santa Barbara (dated 10/15/08), the project applicant (K. Bornholt dated 10/16/08, K. Schizas dated 10/3/08), and the FAA (dated 5/15/08). The ALUC is required to take action on the project within 60 days of receiving the project for consideration. At the meeting, counsel advised the ALUC that if no action was taken within the 60 day period, the project would automatically be considered consistent with the ALUP (on November 4, 2008). After review and consideration of the project at their hearing, the ALUC chose not to take action on the project, with the knowledge that taking no action resulted in the project being found consistent with the ALUP.

8.2 Economic Impacts

96-EIR-3 did not identify economic impacts to the Goleta Old Town area from the hotel component of the CR Specific Plan.

Further, an increase in hotel rooms throughout the Goleta Valley is not expected to have adverse economic impacts on the Goleta Old Town area or result in increased blight to the area. Increasing the number of hotel rooms and the

variety of lodging accommodations is expected to increase the number of visitors to Goleta, including visitors to Goleta Old Town. UCSB and other area businesses and residents regularly generate visitors to the Goleta area. However, historically the variety of lodging options in Goleta has been very limited, particularly compared to lodging options available in the City of Santa Barbara. As more lodging options become available in Goleta, more visitors, such as those associated with UCSB (student parents, conference attendees, etc.) will likely consider staying in Goleta. A new hotel located within the Goleta Old Town area, The Hampton Inn (98 rooms), received final approvals in 2006 and opened for business in 2007. The Rincon Palms Hotel (112 rooms, corner of Storke and Hollister) is pending final decision maker review. Along with the CR Hotel, a fourth hotel, the Marriott Residences Inn (140 rooms, corner of Hollister and Robin Hill Road) is currently under review. Collectively, these four hotels would provide approximately 400 hotel rooms and are expected to attract the middle to middle-high market segment to consider the Goleta area for business and vacation needs. The synergistic impact of all four hotels opening would be considered a potentially beneficial (Class IV) impact.

Project-Specific Impacts

The hotel component of the Specific Plan would still result in the following impacts:

Impact LU-1 *Buildout of the CR Hotel would result in significant land use impacts because of the property's location in relation to Santa Barbara Airport operations. The development would be subject to significant risk of upset potential with "unlikely" frequency of occurrence, but a "major" consequence (Class I).*

Impact LU-2 *The potential for glare from proposed outdoor lighting and reflective building materials could distract pilots landing on or taking off from Runway 7/25, a potentially significant impact (Class II).*

Impact LU-3 *The land use section also identified as land use compatibility impacts the potential for concentrations of people within the Specific Plan area to be exposed to safety (risk of upset) and noise impacts due to the location of visitor serving uses in proximity to the Santa Barbara Airport (Safety, Class I, Noise, Class II)*;

Cumulative Impacts

The proposed CR Hotel project would not contribute to significant cumulative land use impacts identified in 96-EIR-3.

96-EIR-3 did not identify significant cumulative land use impacts associated with the hotel as a result of future airport activities or planned improvements. Potentially significant cumulative impacts from extension of Runway 7/25 were limited to the height of the theater tower.

Mitigation Measures

The following mitigation would still be required:

LU-1 The project shall be referred to the ALUC for a determination of project consistency with the ALUP.

LU-2 All ALUC recommendations regarding lighting shall be incorporated into the project design.

LU-3 An acoustical analysis shall be provided prior to occupancy showing that interior noise standards do not exceed 45 dBA CNEL.

LU-4 Applicant shall record an avigation easement between the applicant and the City of Santa Barbara. **Plan Requirements and Timing**: The applicant shall submit a copy of the recorded avigation easement, which is acceptable to the City of Santa Barbara prior to land use clearance.

Monitoring: City staff shall verify that recordation has occurred prior to issuance of a land use clearance.

Residual Impacts

Impacts related to airport safety would remain significant and unavoidable (Class I).

9. Noise

The proposed hotel project would not alter noise impacts identified in 96-EIR-3.

The project site is most affected by intermittent, overhead aircraft noise. However, according to Santa Barbara Airport's "Airport Noise and Land Use Compatibility Plan Update" and associated noise exposure maps, the project site is located outside of the existing 65 dBA noise contour and is expected to remain outside of this noise contour in both the 2008 and 2025 scenarios. If future site specific acoustical analysis confirms ambient noise levels onsite do not exceed 65 dBA CNEL, no specific measures would be necessary to reduce exterior noise levels for the hotel to acceptable levels (no more than 65 dBA). With regard to interior living area noise levels, standard construction methods can typically reduce interior noise levels by approximately 20 dBA with windows closed. Therefore, there are feasible construction methods available to reduce noise levels in the hotel's interior areas to acceptable levels. However, given the lack of site specific acoustical analysis for the project site and the presence of airplane over-flights in proximity to the project site, noise levels could intermittently exceed acceptable levels.

Project-Specific Impacts

The hotel component of the Specific Plan would still contribute to the following impacts:

Impact NS-1: *Sensitive receptors in the residences along Phelps Road and at the day-care facility across the street would be exposed to potentially significant short-term noise levels (exceeding 65 dBA) during the construction phase of the hotel. (Class II)*

Impact NS-2: *Hotel guests could be exposed to significant intermittent noise levels primarily from airplane over-flights. (Class II)*

Cumulative Impacts

Traffic associated with the hotel would contribute to traffic noise levels in the area (Class III), but would not be significant given existing noise levels generated by existing traffic on Storke Road and noise from airplane over-flights in the area.

Mitigation Measures

The Specific Plan development standards require visitor-serving facilities to be designed and constructed so that no existing or proposed sensitive receptors are subject to exterior noise levels above 65 dBA CNEL and interior noise levels above 45 dBA CNEL. In addition, the following mitigation measures would still be required:

NS-1 Noise generating construction activity for site preparation and for future development shall be limited to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday, and no construction shall occur on State holidays (e.g. Christmas, Thanksgiving, Memorial Day, 4th of July, Labor Day). Exceptions to these restrictions may be made in extenuating circumstances (in the event of an emergency, for example) on a case by case basis at the discretion of the Director of Planning & Environmental Services. Non-noise generating construction activities such as interior painting are not subject to these restrictions. Prior to commencement of activities such as pile driving operations, neighbors within the vicinity of the site shall be notified not less than 72 hours in advance of commencement. Said notice shall provide neighbors with the anticipated time and duration of such activities and shall be reissued if there is a substantial change in scheduling. **Plan Requirements**: Two signs stating these restrictions shall be provided by the applicant and posted on site prior to commencement of construction. **Timing**: The signs shall be in place prior to beginning of and throughout all grading and construction activities. Violations may result in suspension of permits.

Monitoring: City staff shall spot check to verify compliance and/or respond to complaints.

NS-2 A temporary sound wall shall be placed along the project boundary where the site is opposite day care facilities (e.g., at the southeastern corner of the project site along the length of the day care facility on the southern side of Phelps Road) to reduce construction noise below 65 dBA CNEL on these sensitive receptors. **Plan Requirements and Timing**: Temporary sound wall(s) shall be identified on the project grading plans. City staff shall verify compliance with this requirement prior to issuance of LUPs and the sound wall(s) shall be installed prior to commencement of other project grading and construction.

Monitoring: City staff shall perform site inspections to ensure compliance.

NS-3 Stationary construction equipment that generates noise which exceeds 65 dBA at the project boundaries shall be shielded to the City of Goleta's satisfaction and/or shall be located a minimum of 1,600 feet from sensitive receptors. **Plan Requirements and Timing**: The equipment area with appropriate acoustic shielding shall be designated on building and grading plans. Equipment and shielding shall remain in the designated location throughout construction activities.
Monitoring: The City of Goleta compliance staff shall perform site inspections to ensure compliance.

LU-3 and **LU-4** would also apply.

Residual Impacts

Upon implementation of the above mitigation measures, residual project-specific and cumulative noise impacts would be less than significant.

10. Public Services

96-EIR-3 considered a 115-room hotel as part of the overall CR Specific Plan buildout.

The project site is located immediately south of Fire Station #11. 96-EIR-3 did not identify significant fire related impacts associated with the 115-room hotel on-site.

96-EIR-3 estimated solid waste generation for the hotel component at 92 tons/year. A hotel with 99-rooms would reduce these estimates slightly, to approximately 79 tons/year of additional solid waste. In both instances, the increase in solid waste generated by the hotel would be less than the solid waste threshold of significance (196 tons/year).

Wastewater generation for a 115-room hotel was estimated at 0.014 million gallons per day of wastewater, which would be treated by the Goleta West Sanitary District. A 99-room hotel would generate approximately 0.012 million gallons per day. The Goleta West Sanitary District has sufficient capacity to treat

the anticipated wastewater generated by the proposed hotel. Therefore, impacts associated with increased demand for wastewater treatment would be less than significant.

Police and school service impacts are tied to increased residential development (and associated increases in population). Although not a part of the hotel project, the change from previously assumed residential use to long-term recreational uses in the southwestern portion of the Specific Plan (consistent with the Goleta General Plan) would reduce previously identified police and school services impacts to less than significant levels.

Project-Specific Impacts

The hotel component of the Specific Plan would still result in the following impacts:

Impact PF-1 *The CR hotel project would contribute to increases in solid waste generation from buildout of the Specific Plan (Class III).*

Impact PF-2 *The proposed project wastewater demand would contribute to the Goleta West Sanitary District flows to the wastewater treatment plant.* (Class III)

Cumulative Impacts

Cumulative solid waste impacts and wastewater generation from the CR Hotel project would be less than significant. *(Class III)*

Mitigation Measures

The following mitigation measures would be required:

PF-1 The applicant/permittee and all future tenants shall develop and implement a Solid Waste Management Program, including designated storage areas for recyclable materials, provision of recycling bins at the construction site, separation of construction materials, and provision of an employee/tenant education pamphlet. **Plan Requirements and Timing**: Applicant shall submit a Solid Waste Management Plan for review and approval by City staff with submittal of LUPs.

Monitoring: City staff shall review and approve Solid Waste Management Plan prior to issuance of LUPs.

PF-2 The applicant shall encourage the development of a Solid Waste Reduction Program, including purchase and use of materials made from recycled materials (i.e., office paper), pricing incentives for customers who avoid using packaged plastic or paper products, encouraging the use of two-sided copying, and use of reusable dishware in employee kitchen areas. **Plan Requirements and Timing**: Applicant shall submit a Solid

Waste Reduction Plan for review and approval by City staff with submittal of LUPs.

Monitoring: City staff shall review and approve Solid Waste Reduction Plan prior to issuance of LUPs.

PF-3 A Can and Will Serve ("CAWS) letter from GWSD shall be provided indicating that adequate water treatment capacity is available to serve the project upon demand and without exception (or equivalent guarantee). Based on the final construction drawings, the applicant shall pay the following fees as determined by GWSD: (i) sewer connection fees; and (ii) mitigation fees to offset the difference between allocated capacity to the site and projected volumes attributable to the proposed hotel, if any. **Plan Requirements and Timing**: A CAWS shall be forwarded to the City of Goleta prior to issuance of any LUP for the project.

Monitoring: A connection permit issued by GWSD, along with evidence that sewer connection and mitigation fees have been paid, shall be submitted to the City prior to and as a condition precedent to approval of any LUP for the project. City staff shall withhold occupancy until all necessary permanent or temporary measures have been taken to accommodate effluent from the hotel to the satisfaction of GWSD.

Residual Impacts

Upon implementation of the above mitigation measures project-specific and cumulative impacts from increased generation of solid waste and wastewater would be less than significant.

11. Traffic and Circulation

As stated earlier in this document, 96-EIR-3 evaluated impacts of a hotel on-site as part of overall buildout of the CR Specific Plan area. Further, the analysis in 96-EIR-3 assumed a hotel with up to 115-rooms on the project site, although the *approved* CR Specific Plan designated a maximum of 50-rooms for a hotel. ATE prepared a letter dated February 28, 1997 which updated the trip generation estimates for the revised CR Specific Plan, including a 50-room hotel. The reduction in the number of rooms did not, however, reduce the traffic impacts identified in 96-EIR-3 to a level of insignificance.

The discussion below is updated to reflect the current hotel project and current physical setting. In addition, this section includes traffic data from the most recent ATE Traffic Study for the CR Hotel dated January 2008.

The CR Hotel project location, design and proposed operations incorporate a number of components, which can serve to minimize generation of traffic impacts from new vehicle trips associated with the hotel by reducing the need for hotel guests to drive.

Location: The hotel site is conveniently located within easy walking distance of a wide variety of dining, shopping, and entertainment opportunities in the (now developed) CRM, in addition to previously existing shopping and dining choices east of Storke Road and west of Pacific Grove. Both passive and active recreational opportunities are located nearby, including the adjacent park, undeveloped open space to the south and west, the beach, and the Ellwood Butterfly Preserve. Easily accessible active recreational options include sport fields and courts, golf courses, a variety of bike paths/routes, as well as ocean sports.

Hotel Shuttles: The applicant is proposing to have shuttle vans available to transport guests to and from the hotel and the Santa Barbara Airport, the Goleta Amtrak train stop, and UCSB. It is expected that many hotel guests will be associated in some way with the university (e.g., families visiting UCSB students, UCSB conference attendees, visiting professors, etc.).

Bicycles: The applicant is proposing to have bicycles available for hotel guests. Bicycles would be available to guests as an alternative mode of transportation to nearby UCSB and other nearby business meetings in the Goleta area as well as for leisure/recreational purposes.

A comparison of hotel related vehicle trips associated with the 115-room hotel considered in 96-EIR-3 and the currently proposed 99-room hotel project is included below:

- 115 room hotel: 800 ADT, 70 P.M. PHT
- 99 room hotel: 647 ADT, 47 P.M. PHT

The trip estimates show a reduction in both ADT and PHT, when the current request is compared with the traffic scenario assumed for the 115-room hotel evaluated in 96-EIR-3.

ATE prepared a recent traffic study (January 2008) which considers the current hotel project request against the existing roadway network setting. This study finds that no new significant traffic impacts would result from proposed project development and operations. In addition, when the hotel traffic is considered based on the existing setting (e.g., CR Marketplace is operational), the increased traffic generated by the hotel project would not trigger project specific or cumulative traffic impacts as indicated in the tables below.

Existing + Project Roadway Volumes
(Table 5 from 1/08 ATE Traffic Study)

Roadway Segment	Acceptable Capacity	Existing ADT	Project Added ADT	% Change	Impact?
Hollister Ave w/o Pacific Oaks Rd	34,000	19,140	81 ADT	0.4%	No
Hollister Ave e/o Storke Rd	34,000	15,880	275 ADT	1.7%	No
Hollister Ave e/o Los Carneros Rd	34,000	22,000	235 ADT	1.1%	No
Phelps Rd w/o Storke Rd	9,280	3,770	8 ADT	0.2%	No
Storke Rd n/o Hollister Ave	**34,000**	**39,660**	324 ADT	0.8%	No
Storke Rd n/o Phelps Rd	34,000	21,350	680 ADT	3.2%	No
Storke Rd s/o Whittier Dr	**14,300**	**15,800**	121 ADT	0.8%	No

Existing + Project P.M. Peak Hour Levels of Service
(Table 7 from 1/08 ATE Traffic Study)

Intersection	Existing		Existing + Project		Project Added Trips	Impact?
	ICU	LOS	ICU	LOS		
U.S. 101 NB Ramps/Storke Rd	0.65	B	0.65	B	12 trips	No
U.S. 101 SB Ramps/Storke Rd	0.73	C	0.73	C	23 trips	No
Hollister Ave/Storke Rd	0.77	C	0.78	C	47 trips	No
Hollister Ave/Los Carneros Rd	0.69	B	0.69	B	17 trips	No
Storke Rd/Marketplace Dr	0.56	A	0.57	A	47 trips	No
Storke Rd/Phelps Rd	0.42	A	0.43	A	31 trips	No
Storke Rd/El Colegio Rd	0.38	A	0.38	A	9 trips	No
Hollister Ave/Santa Felicia	>50sec	F	>50sec	F	3 trips	No

Cumulative and Cumulative + Project Roadway Volumes (Table 8 from 1/08 ATE Traffic Study)

Roadway Segment	Acceptable Capacity	Cumulative ADT	Cumul + Project ADT	Project Added ADT	% Change	Impact?
Hollister Ave w/o Pacific Oaks Rd	34,000	25,539	25,620	81 ADT	0.3%	No
Hollister Ave e/o Storke Rd	34,000	25,360	25,640	275 ADT	1.1%	No
Hollister Ave e/o Los Carneros Rd	34,000	25,840	26,075	235 ADT	0.9%	No
Phelps Rd w/o Storke Rd	9,280	5,532	5,540	8 ADT	0.1%	No
Storke Rd n/o Hollister Ave	**34,000**	**46,776**	**47,100**	324 ADT	0.7%	No
Storke Rd n/o Phelps Rd	34,000	25,030	25,710	680 ADT	2.7%	No
Storke Rd s/o Whittier Dr	**14,300**	**19,799**	19,920	121 ADT	0.6%	No

Cumulative and Cumulative + Project P.M. Peak Hour Levels of Service (Table 10 from 1/08 ATE Traffic Study)

Intersection	Cumulative		Cumulative + Project		Project V/C Change	Impact?
	ICU	LOS	ICU	LOS		
U.S. 101 NB Ramps/Storke Rd	0.75	C	0.75	C	0.002	No
U.S. 101 SB Ramps/Storke Rd	**0.88**	**D**	**0.88**	**D**	0.004	No
Hollister Ave/Storke Rd	**0.95**	**E**	**0.95**	**E**	0.004	No
Hollister Ave/Los Carneros Rd	0.80	C	0.80	C	0.003	No
Storke Rd/Marketplace Dr	0.62	B	0.62	B	0.007	No
Storke Rd/Phelps Rd	0.67	B	0.68	B	0.018	No
Storke Rd/El Colegio Rd	0.38	A	0.38	A	0.001	No
Hollister Ave/Santa Felicia	>50sec	F	>50sec	F	<0.01	No

Parking Supply

The City Zoning Ordinance requires one parking space per room plus one space for every five employees for hotels. This results in a requirement for 110 parking spaces for the project. Therefore, the 112 parking spaces proposed are considered adequate to accommodate project parking demand.

Congestion Management Program (CMP)

The Storke Rd/U.S. 101 NB Ramps, Storke Road/U.S. 101 SB Ramps, Storke Rd/Hollister Ave, and Hollister Ave/Los Carneros Rd intersections are located within the CMP network. The CMP intersections are forecast to operate at LOS C or better under existing plus project conditions. Therefore, the project would not generate impacts to the CMP system. (ATE 1/08 Study)

Project Specific Impacts

The hotel component of the Specific Plan would still contribute to increased traffic on area roadways and the following impacts:

Impact T-1 *Increased vehicle trips would contribute to added volume on the following roadways: Hollister Avenue, Storke Road, and El Colegio (Class III).*

Impact T-2 *Increased vehicle trips to the Storke Road/U.S. 101 ramps; Storke Road/Phelps Road intersection and Storke Road/Hollister Avenue intersection (Class III).*

Cumulative Impacts

The hotel component of the Specific Plan would still contribute to the following cumulative impacts:

Impact T-3 *Increased vehicle trips would contribute to cumulative traffic impacts on area roadway segments including: the two-lane segment of El Colegio east of Camino Corto (Class III);*

Impact T-4 *Increased vehicle trips would contribute to cumulative traffic impacts at the following intersections: Storke Road/U.S. 101 ramps; Storke Road/Phelps Road intersection, Hollister Avenue/Los Carneros Road, and Storke Road/Hollister Avenue intersection (Class III).*

Mitigation Measures

The following mitigation measures are required:

T-1 The project applicant shall pay impact mitigation fees toward the Goleta Transportation Improvement Program (GTIP). **Plan Requirements and Timing**: The applicant shall pay GTIP fees in the amount, time and manner prescribed by Ordinance or Resolution of the City of Goleta.

Monitoring: City shall verify compliance with this mitigation measure prior to issuance of any LUP for the project. ;

T-2 Detailed improvement plans for the proposed project shall be prepared for review and approval by the City's Community Services Department. The drawings and specifications shall substantially conform to the Preliminary Development Plans and incorporate Community Service Department required improvements for the proposed driveways (on Storke and Phelps Roads), frontage improvements along both Storke and Phelps Road, and MTD-approved improvements to the bus stop on the south side of Phelps Road across from the project site. **Plan Requirements and Timing**: The project plans shall be revised, as appropriate, for review and approval by the City's Community Services Department prior to and as a condition precedent to issuance of any LUP for the project.

Monitoring: City staff shall verify compliance with the requirement for submittal of final plans. City staff shall inspect and approve the completed street improvements prior to any occupancy clearance.

T-3 Consistent with the project description and MTD letter dated 10/25/07, the applicant shall make improvements to the existing bus stop at the southwest corner of the Phelps/Storke intersection. Improvements shall be up to current MTD bus stop standards, including an ADA-compliant concrete pad, bench, shelter, trash receptacle, and night-lighting for safety. Detailed improvement plans shall be prepared for review and approval by the MTD. **Plan Requirements & Timing**: The bus stop improvement plans shall be submitted for review and approval by MTD. Applicant shall submit written confirmation of MTD acceptance of bus stop improvement plan plans. Bus stop improvements shall be included on project plans for LUP submittal. Compliance with MTD requirements shall be a condition precedent to issuance of any LUP for the project.

Monitoring: City staff shall verify applicant submittal of approval of improvement plans by MTD. City staff shall inspect and approve the completed street improvements prior to any occupancy clearance.

Residual Impacts

Upon implementation of the above mitigation measures, residual project specific and cumulative traffic impacts would be less than significant .

12. Water Resources

Water Supply

The Camino Real Limited Liability Company (CRLLC) holds the right to receive 100-acre feet per year (AFY) of water in perpetuity from the United States government for use on its property. The right to receive water arises from the Exchange Contract entered into by the United States government (Bureau of Reclamation) and the Bishop Ranch in 1952 when the Cachuma Project was constructed. The CRLLC has entered into a Water Conveyance Agreement (WCA) with the Goleta Water District (GWD) to deliver the water to the site. In addition to the potable water that the GWD currently delivers to the site, pursuant to the WCA, unlimited supplies of reclaimed water for landscape irrigation are available to the site.

Of the 100-AFY the WCA grants to the CRLLC and distributes to the GWD, the GWD will treat and deliver up to 80-AFY of potable water to the CR Specific Plan area, computed as follows:

- Exchange Contract: 100.00 AFY
- Potable Water Substituted with Reclaimed Water: 16.22 AFY
- Estimated Conveyance Losses: 3.78 AFY
- Maximum Delivery (potable water): 80.00 AFY

The existing CR Marketplace uses an average of 69 AFY of potable water. (No reclaimed water is used for irrigation at the Marketplace). 96-EIR-3 estimated that a 115-room hotel would require 17.25 AFY of potable water and 1 AFY of reclaimed water. Using the same water duty factors, it is estimated a 99-room hotel would require 14.85 AFY of potable water and approximately 1 AFY of reclaimed water. However, the applicant is proposing the option for on-site laundry facilities within the hotel, which would substantially increase projected water demand for the hotel project. Even without the on-site laundry, the demand for potable water throughout the CR Specific Plan area is estimated to be 83.85 AFY, which would be above the 80 AFY allocation.

The current irrigation system utilizes potable water delivered by spray heads for all landscaped areas in the Specific Plan, except the sports fields. The sports fields are irrigated with reclaimed water. As noted above in the Biology section, landscaped areas throughout the CR Marketplace & proposed hotel project site would utilize drip-irrigation for a water delivery system instead of spray heads. Converting a sprinklered irrigation system with a drip-irrigation system would conserve approximately 5 to 8 AFY (Penfield & Smith, 2008), without adversely affecting the landscaping. There are also plans to convert 90,000 square feet of

irrigated sport fields to synthetic turf. This would result in a reduction in demand for irrigation water of approximately 4 AFY, although this would not affect demand for potable water because the fields are irrigated with reclaimed water.

As identified in 96-EIR-3, if buildout of Phase II of the Specific Plan, including the hotel project, results in water demand exceeding the 80 AFY allocation, impacts to water resources would be significant.

Water Quality

The proposed hotel project would incorporate erosion control and restrictions on washing of construction equipment. The applicant also proposes stormwater catch basins/drains and pollution prevention interceptors on-site and bio-swales both on-site and within the right-of-way. The bio-swales in turn would drain to two proposed drop-inlets which would carry run-off water by an existing underground 30-inch storm drain west, under the soccer fields, en route to an existing natural area for bio-filtration on the adjacent Girsh Park property. The existing Specific Plan drainage design developed as part of the CR Marketplace project retains run-off water on-site in this natural area to improve the quality of run-off water leaving impervious surfaces on-site. The natural area for bio-filtration was previously engineered to hold a 100-year flood event for all development considered in the CR Specific Plan.

Avoidance of invasive plant species in the landscape plan would reduce the need for herbicide use on-site, however, the project may still utilize fertilizers, pesticides, herbicides, on-site and within the landscaped right-of-way that have the potential to contribute pollutants and thereby degrade water quality in the Goleta Slough.

Project Specific Impact

The hotel component of the Specific Plan would still contribute to the following impacts:

Impact WR-1 *Increased water demand from the CR Hotel could exceed the available allotment for the Specific Plan (Class II).*

Impact WR-2 *Increased runoff from increased impervious surfaces could result in sedimentation and therefore decreased water quality in Devereux Slough (Class II).*

Impact WR-3 *Increased runoff could also potentially result in decreased water quality in the slough due to runoff of oil and grease from the parking lots and runoff of pesticides, herbicides, and fertilizers from landscaped areas (Class II).*

Impact WR-4 *Potential flood impacts could arise if project designs for conveyance of drainage are inadequate (Class II).*

Cumulative Impacts

The hotel component of the Specific Plan would still contribute to the following cumulative impacts:

Impact WR-5 *CR Hotel would contribute to significant cumulative water supply impacts under community buildout (Class II).*

Impact WR-6 *CR Hotel would contribute to pollutant loading in area creeks from other pending projects, resulting in significant cumulative water quality impacts (Class II).*

Mitigation Measures

The following mitigation measures would be required.

WR-1 The applicant shall provide confirmation that water savings from conversion of sprinklers in CR Marketplace to drip irrigation will offset hotel related increases in water demand such that overall Specific Plan water demand does not exceed the Camino Real allotment of 80 AFY. In the event that water demand will exceed the allotment, the applicant shall confirm allocation of necessary supplies from the Goleta Water District. In the latter event, a Can and Will Serve ("CAWS") letter from GWD shall be provided indicating that adequate water supply is available to serve the project upon demand and without exception (or equivalent guarantee). **Plan Requirements and Timing**: Applicant shall provide proof of adequate water supplies consistent with the above requirements prior to issuance of LUPs.

Monitoring: City staff shall verify compliance with water supply requirement prior to issuance of LUPs. If additional water is needed from the GWD, a CAWS, with firm reservation of water availability for the project from the GWD shall be submitted to the City prior to approval of any LUP for the project.

WR-2 To reduce and filter stormwater runoff leaving the project site, the project plans shall incorporate BMPs in compliance with the City's Stormwater Management Program Ordinance and draft NPDES permit (and component Stormwater Management Plan) including, but not limited to: installation of an on-site fossil filter to pre-treat surface water before entering into storm drain system, erosion control and sediment discharge measures during construction, and development of the proposed bioswales on-site. **Plan Requirements and Timing**: Design details of the bioswales and other operational features shall be submitted to DRB and City staff for review and approval prior and as a condition precedent to issuance of any LUP for the project. Erosion control and sediment discharge measures shall be specified on a separate sheet attached to the grading and building plans. These measures shall be implemented

during and after project construction, as appropriate after installation, the applicant shall be responsible for on-going maintenance of all on-site storm water pollution control devices in accordance with the manufacturer's specifications.

Monitoring: City staff shall perform periodic site inspections to verify compliance as well as contact the designated monitor as necessary to ensure compliance with maintenance requirements.

WR-3 Outdoor water use shall be limited through the following measures: (i) landscaping shall be primarily with native and/or drought tolerant species; (ii) drip irrigation or other water-conserving methods shall be used; (iii) plant material shall be grouped by water needs; (iv) extensive mulching shall be used to improve water holding capacity of the soil by reducing evaporation and soil compaction; and (v) soil moisture sensing devices shall be installed to prevent un-necessary irrigation. Indoor water use shall be limited through the following measures: (i) all hot water lines shall be insulated wherever possible; (ii) recirculating, point-of-use, on-demand or other energy efficient water heaters shall be installed; (iii) water efficient clothes washers and dishwashers shall be installed; and (iv) lavatories and drinking fountains shall be equipped with self-closing valves. **Plan Requirements and Timing**: The outdoor water conserving measures shall be incorporated into the final landscape plan that is submitted for review and approval by DRB. The indoor water-conserving measures shall be graphically depicted on building plans and approved prior to issuance of any LUP for the project.

Monitoring: City staff shall inspect and verify installation of all water conserving measures prior to occupancy clearance.

WR-4 A pesticide, herbicide and fertilizer maintenance plan shall be prepared that minimizes their use, particularly during the rainy season. Biodegradable pesticides and herbicides shall be maximized. Grasses not generally susceptible to pest disease shall be planted in turf areas. **Plan Requirement and Timing**: The landscape plan shall include this maintenance plan component, which shall be reviewed and approved by DRB and City staff prior to issuance of LUPs.

Monitoring: City staff shall periodically inspect and verify compliance with the approved maintenance plan.

WR-5 To ensure adequate design and sizing of drainage conveyance infrastructure (drop inlets, outlet pipes, connections to existing infrastructure, flood water retention areas, etc.), final grading and drainage plans shall be reviewed and approved by Community Services staff prior to Land Use Permits to prevent on- and off-site flooding and to ensure compliance with the Stormwater Management Program. **Plan Requirements and Timing**: Detailed final grading and drainage plans

shall be submitted to Community Services and Planning & Environmental Services staff for review and approval prior to and as a condition precedent to issuance of any LUP for the project. After installation, the applicant shall be responsible for on-going maintenance of drainage infrastructure.

Monitoring: City staff shall review plans to ensure appropriate grading and drainage design prior to issuance of LUPs and shall perform periodic site inspections to verify installation according to approved grading an drainage plan as well to verify on-going maintenance.

Residual Impacts

Upon implementation of the above mitigation measure, residual impacts associated with project-specific and cumulative water supply and water quality impacts would be reduced to less than significant levels.

D. FINDINGS

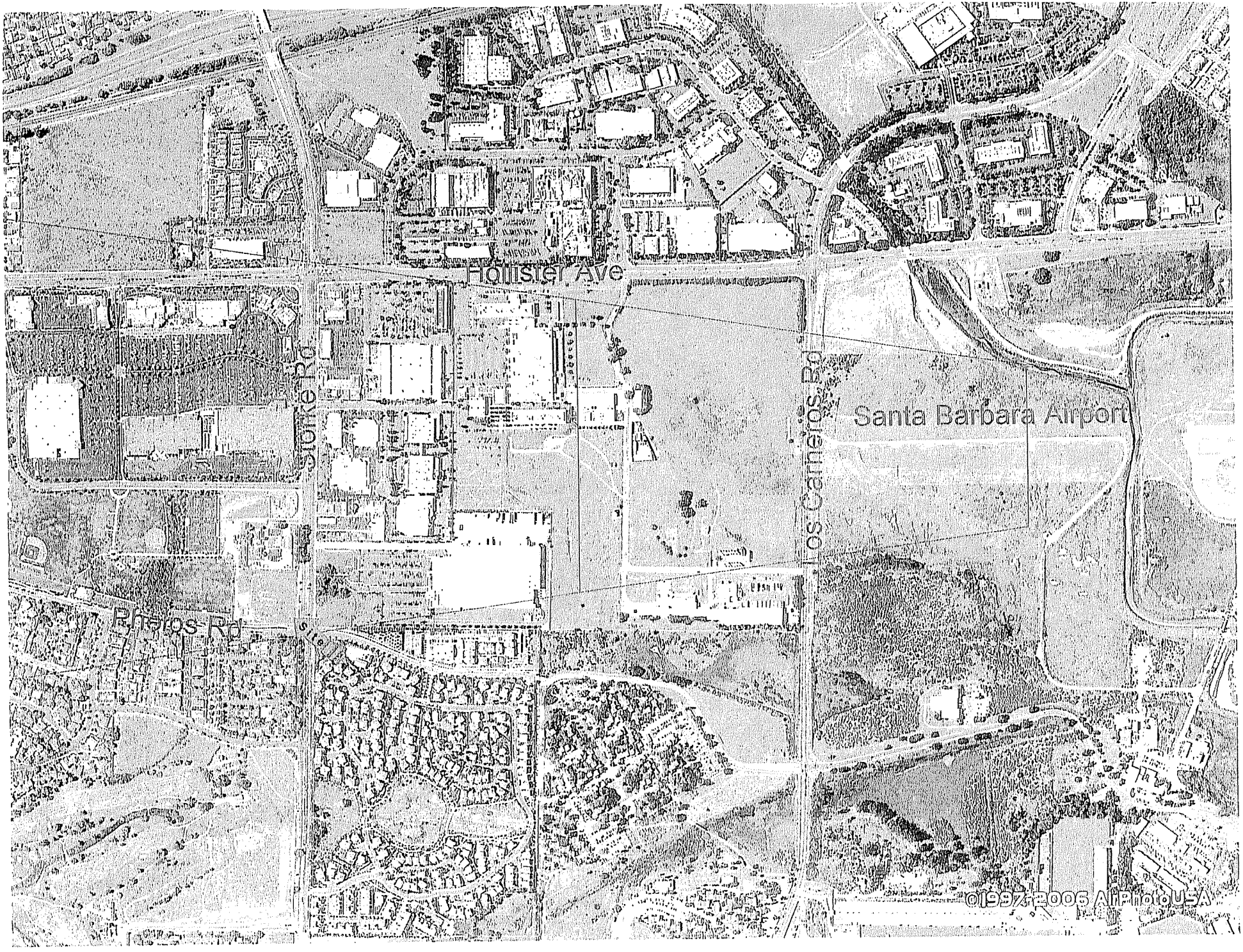
It is the finding of the Planning and Environmental Services Department that the previous environmental document as herein amended may be used to fulfill the environmental review requirements of the current project. Because the current project meets the conditions for the application of State CEQA Guidelines Section 15164, preparation of a new EIR is not required. CEQA Section 15164 allows an Addendum to be prepared when only minor technical changes or changes that do not create new significant impacts would result. The Camino Real Project EIR (96-EIR-3) is hereby amended by this 15164 letter for the Camino Real Hotel Project, the designated visitor-serving component of the Camino Real Specific Plan.

ATTACHMENTS

1. Vicinity Map
2. 96-EIR-003: Project Description Overview; Camino Real Specific Plan Site Plan; Table 1-1: Summary of Environmental Impacts and Mitigations
3. Population Density Calculations
4. Responses to Comments Received
5. Reduced Project Plans dated May 21, 2008 (11x17 reductions)

ATTACHMENT 1

Vicinity Map


Hollister Ave
Storke Rd
Los Carneros Rd
Santa Barbara Airport
Phelps Rd
©1997-2005 AirPhotoUSA

ATTACHMENT 2

96-EIR-003: Project Description Overview;
Camino Real Specific Plan Site Plan;
Table 1-1: Summary of Environmental Impacts and Mitigations

96-EIR-3
Camino Real Project

95-SP-001
95-GP-001
95-RZ-006
95-DP-026
TM 14,383
95-CP-061
95-CP-062
96-CP-004
95-LA-014

Final Environmental Impact Report

January 1997

Prepared by

Santa Barbara County
Planning and Development
Development Review Division
Contact: Steve Goggia

Prepared with the assistance of

Science Applications International Corporation
Environmental Programs Division
816 State Street, Suite 500
Santa Barbara, CA 93101

2.0 PROJECT DESCRIPTION

2.1 DESCRIPTION OVERVIEW

The mixed-use Camino Real project includes applications for approval of a Specific Plan, General Plan Amendment, Rezone, Final Development Plan, three Conditional Use Permits, Tract Map, Lot Line Adjustment, and Road Naming. The site is an 83-acre parcel located at the southwest corner of Storke Road and Hollister Avenue. It is bounded by Hollister Avenue on the north, Storke Road on the east, Phelps Road on the south, and Pacific Oaks on the west, located in Goleta, in the Third Supervisorial District (Figure 2-1). The Specific Plan identifies six land use components for the site: retail/entertainment commercial, commercial recreation, visitor-serving commercial, public recreation and open space, residential, and transit facility (Figure 2-2). The proposed Specific Plan includes development standards to be applied to all development on the site as well as architectural and landscape design guidelines. As the project is proposed in two phases, the Specific Plan identifies interim uses for the residential and visitor-serving commercial portions of the site. A General Plan Amendment and Rezone are proposed to change the land use and zoning designations on the southern portion of the project site to accommodate additional commercial development, recreational uses, a transit center, and to amend site-specific Goleta Community Plan Development Standards related to airport approach zones. A Final Development Plan is proposed for components identified as Phase I of the Specific Plan with the exception of the interim use community garden/neighborhood recycling center (Figure 2-3). A Tentative Tract Map is proposed to divide the parcel into multiple parcels (Figure 2-4).. Conditional Use Permits propose an outdoor roller hockey facility, a movie theater, and a fast food drive-through facility. A Lot Line Adjustment is proposed to shift the property boundary shared with the adjacent property to the east.

Project Title:	Camino Real Project
Project Case Numbers:	95-SP-001, 95-GP-011, 95-RZ-006, 95-DP-026, TM 14,383, 95-CP-061, 95-CP-062, 96-CP-004, and 95-LA-014
Assessor's Parcel Nos.:	073-440-005 (073-440-004 Lot Line Adjustment only)
Site Size:	83.182 gross acres, 83.095 net acres
Applicant & Landowners:	Camino Real Limited Liability Company c/o Wynmark Company 6500 Hollister Avenue Suite 100 Santa Barbara, CA 93117
Architect:	B 3 Architects 223 East De La Guerra Street Santa Barbara, CA 93101 McG Architects 200 South Los Robles Ave., Suite 300 Pasadena, CA 91101

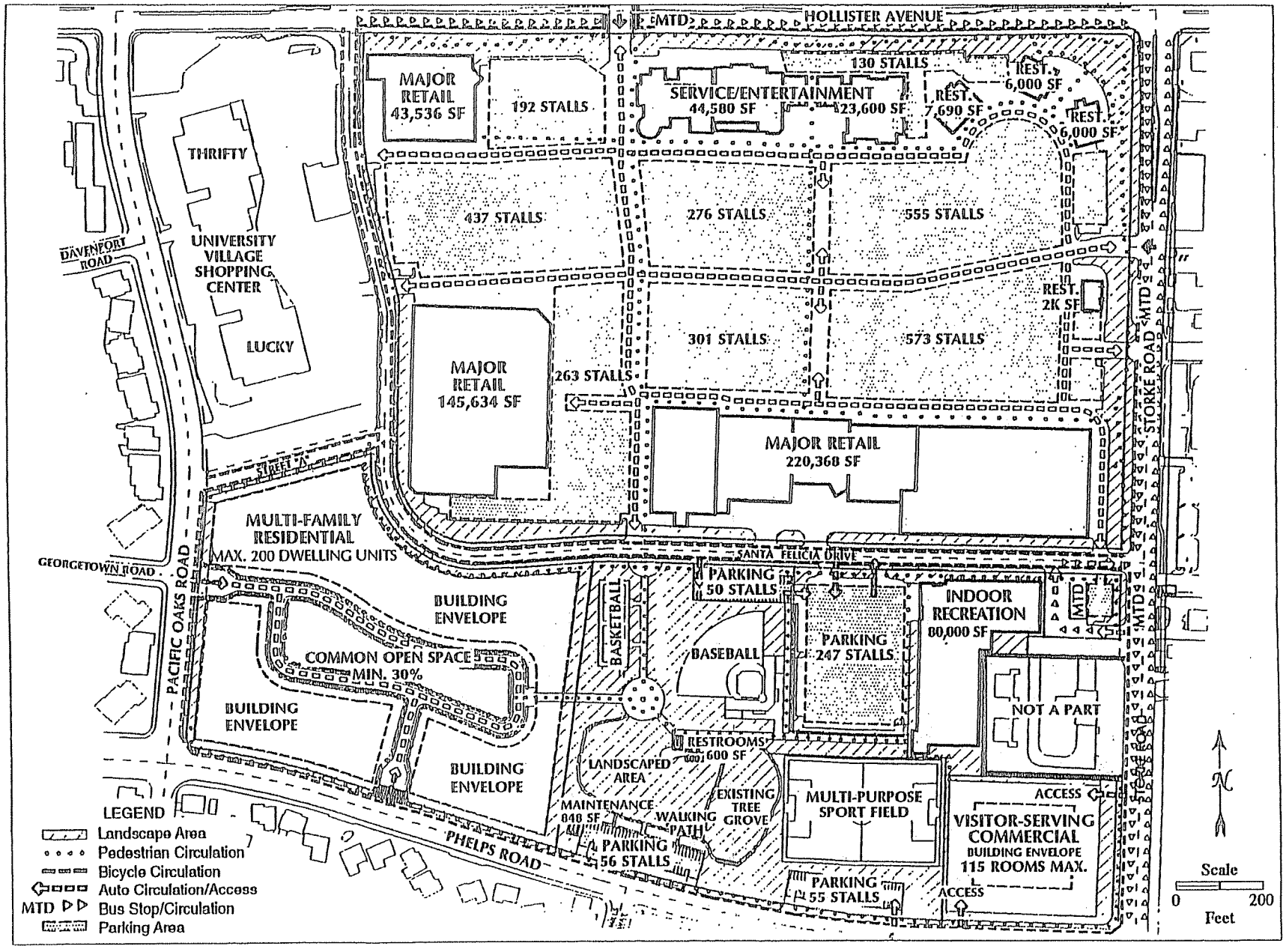


Figure 2-2. Camino Real Specific Plan (95-SP-001)

Table 1-1
SUMMARY OF IMPACTS AND MITIGATIONS
(page 1 of 8)

Resource	*Description of Impact*	*Mitigation*	*Residual Impacts*
	Class I Impacts		
Aesthetics	Project development would result in substantial open space and obstruct views of the Santa Ynez Mountains and Devereux Slough watershed from major public view corridors in urban perimeter, including the Storke Road Overpass, Storke Road south of Hollister Avenue, and Phelps Road. **(SP and DP)**	None.	Significant.
Air Quality	Vehicle operations associated with Specific Plan and Development Plan buildout would exceed thresholds for reactive organic compounds (ROC), nitrogen oxide (NO_x), and carbon monoxide (CO) accounting for reduction in trips to Ventura/Oxnard stores. **(SP and DP)**	Incorporate Alternative Transportation Plan measures as part of lease agreement terms. Incorporate energy-conserving techniques and Innovative Building Review Committee recommendations as feasible.	Significant.
Land Use Compatibility: Air Safety (Project Specific and Cumulative)	The potential for an air traffic accident affecting populations inside commercial, residential, and recreational ballfield uses has "unlikely" frequency (between once in 100 to 10,000 years), but "major" consequence (up to 10 severe injuries). **(SP and DP)**	Review and approval by ALUC prior to Land Use Permit approval. Incorporate 300-foot clear zone free of structures aligned with similar clear zones on properties to the east.	Significant.
ALUC Consistency	Recreation/Open Space land uses would be potentially incompatible with Safety Area 2 land use guidelines. **(SP and DP)**	None.	Significant.

Notes:
Class I Significant, unavoidable
Class II Significant, but feasibly mitigated
Class III Adverse, but less than significant
SP Specific Plan
DP Development Plan

Table 1-1
SUMMARY OF IMPACTS AND MITIGATIONS
(page 2 of 8)

Resource	*Description of Impact*	*Mitigation*	*Residual Impacts*
	Class I Impacts		
Land Use Compatibility: Economic Effects	Commercial project operations would cause up to 25 existing retail outlets in Goleta Old Town to suffer revenue losses of $1.15 million, with individual outlet losses ranging from 10-42% of current revenues. Resulting business failure would increase vacancy rates and prolong vacancy periods due to less desirable conditions and existing economic blight of the area. Lack of desirable commercial space in Old Town would discourage retailers from relocating in area, resulting in further reduction of lease rates and cash flow from these structures. Reduced cash flow would further discourage Old Town property owners from funding much-needed building maintenance, contributing substantially to physical blight of retail commercial area. (SP and DP)	Contribute funds sufficient to offset economic and physical blight of Goleta Old Town resulting from project development. Use funds to increase commercial viability of Old Town by providing parking areas, streetscapes, low interest loans for building upgrades, remodels, etc. Funding amount to be determined to Board of Supervisors. Board of Supervisors should consider adoption of Revitalization Plan for Goleta Old Town to offset economic decline and physical blight resulting from project development. Plan to include diversion of portion of sales tax revenue from project to Goleta Old Town sufficient to offset project's contribution to physical blight and to be used for parking areas, streetscapes, low interest loans for building upgrades, remodels, etc. Sales tax diversion amount to be determined to Board of Supervisors.	Potentially significant.
Public Facilities	Residential buildout would generate 120 elementary, 8 junior high, and 12 high school age students, impacting the currently over-enrolled or potentially overcrowded local schools. (SP) Buildout would result in exceedence of solid waste generation of 196 tons/year (SP: 2,093; DP: 1,497, excluding commercial recreational uses).	Pay statutory school fees to the Goleta Union School District to be used for capital improvements, but not for additional teachers; notify the school districts of expected buildout date of the project to allow the District to plan in advance for new students; should Mello-Roos District(s) be formed in Goleta prior to Land Use Permit for each development phase, County shall require new development to participate in District(s). Develop and implement Solid Waste Management Program and Solid Waste Reduction Program.	Significant. Significant (reductions of up to 50 percent).
Recreation	Dos Pueblos Little League ball fields would be replaced with residential development. (SP)	Provide plan for relocation of ball fields and ensuring availability of remaining field for league use.	Significant until feasibility demonstrated.

Notes:
Class I Significant, unavoidable
Class II Significant, but feasibly mitigated
Class III Adverse, but less than significant
SP Specific Plan
DP Development Plan

Table 1-1
SUMMARY OF IMPACTS AND MITIGATIONS
(page 3 of 8)

Resource	*Description of Impact*	*Mitigation*	*Residual Impacts*
Transportation	The Storke Road/Hollister Avenue intersection would degrade at the lower end of the LOS D range (V/C 0.82) under Cumulative + Camino Real Specific Plan traffic. **(SP and DP)**	Prepare a plan for a right-turn lane and third through lane on the westbound intersection approach.	Significant.
	Class II Impacts		
Aesthetics	Night lighting would result in substantial glare and minimization of the night sky. **(SP and DP)** Although proposed structure massing would be minimized, landscaping along roadways relies on small exotic tree species, and in parking areas has one dominant species that develops a theme incompatible with surrounding uses. **(SP and DP)**	Revise lighting plan to avoid wall wash fixtures, prohibit moonlighting fixtures, and stagger/shield sport field lighting. Revise landscape plan to mix tree species along project frontages, increase number of tree species in parking lot, and provide more irregular spacing of greenbelt strips throughout parking area. Require signs to comply with County Code Sign Regulations.	Less than significant.
Air Quality	Construction activity would generate significant dust emissions in proximity to public roadways and residential areas. **(SP and DP)** Operation of fast food restaurants would produce odor emissions that would potentially cause nuisance violations, as defined in Air Pollution Control District (APCD) Rule 303. **(SP and DP)** Project air-conditioners would use ozone-depleting chemicals. **(SP and DP)**	Incorporate APCD dust control measures during all earthmoving and ground-disturbing activities. Require that all prospective tenants adhere to components of Odor Reduction Plan, including minimizing delivery vehicle engine idling, and develop program to address potential complaints. Use non-Chloro-floro carbon (CFC) refrigerants in air conditioners.	Less than significant.

Notes:
Class I Significant, unavoidable
Class II Significant, but feasibly mitigated
Class III Adverse, but less than significant
SP Specific Plan
DP Development Plan

Table 1-1
SUMMARY OF IMPACTS AND MITIGATIONS
(page 4 of 8)

Resource	*Description of Impact*	*Mitigation*	*Residual Impacts*
Biological Resources	Potential sedimentation and erosion downstream into Devereux Creek watershed. Removal of 1.1 acres of on-site wetland habitats and functions and potential inconsistency with GCP Policy BIO-GV-8 and DevStd BIO-GV-8.1. **(SP and DP)**	Use temporary erosion control when grading during rainy season. Limit washing of construction equipment and materials where polluting substances can be contained and removed from site. Incorporate oil traps in paved areas to minimize transport of pollutants offsite. Vegetate drainageways and bordering buffer areas with wetland vegetation. For unavoidable wetland losses, apply 2:1 replacement ratio at replacement site(s) in the Devereux area. Modify Natural Area Plan to include 50-foot buffer around willow grove; remove non-native weedy species and maintain; plant only appropriate native species in wetland area; prohibit willow trimming/thinning except as required for public safety. Contribute fair share of funding to County-UCSB plan to establish and manage Devereux Slough Ecological Preserve. Allow pre-construction salvage of native plants for use in restoration.	Less than significant.
	Contribution to cumulative removal of grassland and wetland habitats that are part of the Devereux Slough Ecosystem. **(SP and DP)**		
Class II Impacts			
Cultural Resources	Isolated artifacts at the margin of ancestral Devereux Slough suggests slight potential for encountering unknown, deeply buried prehistoric resources during construction. **(SP and DP)**	In event unexpected remains encountered during construction, temporarily redirect construction until the finds can be evaluated pursuant to County Cultural Resource Guidelines.	Less than significant.
Environmental Hazards	Storage of pesticides, herbicides and rodenticides for recreational areas and at stores (hardware, etc.) could be subject to hazardous substance releases including pesticides and herbicides stored inside. **(SP and DP)**	Proposed hazardous material storage plans reviewed and approved by County Fire Department.	Less than significant.

Notes:
Class I Significant, unavoidable
Class II Significant, but feasibly mitigated
Class III Adverse, but less than significant
SP Specific Plan
DP Development Plan

Table 1-1
SUMMARY OF IMPACTS AND MITIGATIONS
(page 5 of 8)

Resource	*Description of Impact*	*Mitigation*	*Residual Impacts*
Geological Processes	Grading of site soils could result in short-term erosion and sedimentation. **(SP and DP)**	Submit grading and drainage plans including components such as temporary berms, sedimentation traps, revegetation, drain pipe energy dissipators, prohibition on creek-bank grading and on grading during the rainy season.	Less than significant.
	Potential for soil expansion is high. **(SP and DP)**	Overexcavate and replace near-surface potentially expansive soil.	
	Class II Impacts		
Land Use Compatibility	Lighted ballfields would potentially distract aviators in Safety Area 2, and be inconsistent with ALUC policies. **(SP and DP)**	Provide directional light shield hoods of ballfields, incorporating all recommendations resulting from ALUC review.	Less than significant.
	Reflective building materials could produce glare that would interfere with Runway 7/25 flight traffic. **(SP and DP)**	Prohibit all reflective building materials.	Less than significant.
	Large concentrations of people (greater than 25 persons/acre and four residential units/acre) would be located underneath the Runway 7/25 traffic pattern. **(SP and DP)**	Land uses subject to ALUC review.	Subject to ALUC determination.
	Residential land uses are proposed within the ALUC adopted 65 dBA CNEL contour. **(SP)**	Provide acoustical analysis showing all interior noise levels limited to 45 dBA CNEL.	Less than significant.
Land Use Compatibility (Cumulative)	Major 8 tower would penetrate Runway 7/25 approach surface under both 400-foot and 800-foot extension alternatives, as defined by FAR Part 77 criteria. **(SP and DP)**	Reduce height by two feet for 400-foot extension and 10 feet for 800-foot extension alternatives.	Less than significant.

Notes:
Class I Significant, unavoidable
Class II Significant, but feasibly mitigated
Class III Adverse, but less than significant
SP Specific Plan
DP Development Plan

Table 1-1
SUMMARY OF IMPACTS AND MITIGATIONS
(page 6 of 8)

Resource	*Description of Impact*	*Mitigation*	*Residual Impacts*
Noise (short-term)	Construction activity could increase exterior living area sound levels of existing sensitive receptors adjacent to project site above 65 dBA CNEL. **(SP and DP)**	Limit hours of construction involving heavy equipment, power tools to 7:00 A.M. to 4:00 P.M., weekdays only. Build temporary sound wall on Phelps Road boundary to screen Day Care Center. Shield stationary construction equipment generating noise in excess of 65 dBA at the project boundaries, and locate a minimum of 200 feet for occupied residences and other noise sensitive uses.	Less than significant.
		Class II Impacts	
Noise (long-term)	Residential and visitor serving commercial uses would be exposed to interior noise levels exceeding 45 dBA CNEL. **(SP)**	Design and construct residential and visitor-serving commercial structures and facilities to reduce exterior noise levels below 65 dBA CNEL and interior levels below 45 dBA CNEL.	Less than significant.
	Potential for night time deliveries to Major 1 to generate substantial levels affecting proposed residential units. **(SP)**	Relocate Major 1 delivery zones on north side of commercial structure, or provide wall of sufficient height to reduce levels under County threshold. Maximize commercial deliveries between 7:00 A.M. and 7:00 P.M. Shield Majors 1, 4, and 5 delivery area compactor/balers with properly designed sound barrier. Prohibit amplification of recreational activities after 7:00 P.M.	Less than significant.
	Residential development south of Phelps Road and west of Pacific Oaks Road would be subject to substantial noise levels during nighttime recreational activity. **(SP and DP)**		
Recreation	No organization has been identified to operate and maintain proposed recreational facilities, that require a guaranteed financial base and professional staff. **(SP and DP)**	Prepare and implement Recreational Facilities Operation and Maintenance Plan ensuring long-term funding for construction and maintenance, and adequate staffing.	Less than significant.

Notes:
Class I Significant, unavoidable
Class II Significant, but feasibly mitigated
Class III Adverse, but less than significant
SP Specific Plan
DP Development Plan

Table 1-1
SUMMARY OF IMPACTS AND MITIGATIONS
(page 7 of 8)

Resource	*Description of Impact*	*Mitigation*	*Residual Impacts*
Transportation and Circulation	Buildout would increase traffic flows, significantly impacting project frontages and adjacent intersections. (SP and DP)	Incorporate on-site improvements identified in traffic analyses.	Less than significant.
	Project related traffic would significantly impact regional intersections and roadway segments. (SP and DP)	Provide amenities in Alternative Transportation Plan including MTD transit facility, electric shuttle bus, bikeways, sidewalks.	Less than significant.
	Storke Road/U.S. 101 SB Ramps would degrade V/C 0.25 to LOS C. (SP and DP)	Fund improvements as approved by Public Works Departments.	Less than significant.
	Storke Road/Hollister Avenue intersection would degrade to LOS D. (SP and DP)	Add second northbound left-turn lane to intersection.	Less than significant.
	Storke Road/Hollister Avenue would degrade to LOS C range, resulting in possible need for signal prior to Phase II Specific Plan buildout.	Conduct traffic signal warrant analysis 3 to 6 months after Phase I development operation. Should signal be required, install prior to Phase II operation.	Less than significant.
Class II Impacts			
Water Resources	Adequate supplies are not currently available for full buildout. (SP)	Demonstrate availability of water resources prior to Phase 2 Development Plan approval. Use reclaimed water for landscaping, as appropriate. Use water conservation system in ice rink operation. Use low-water demand turf species in recreation/open space areas. Use drip irrigation or other water conserving methods, grouping of plan material by water needs, and use of extensive mulching.	Less than significant.
	Potential for pollution runoff from paved surfaces degrading water quality in Devereux Slough watershed. (SP and DP)	Contain and minimize surface runoff pollution.	

Notes:
Class I Significant, unavoidable
Class II Significant, but feasibly mitigated
Class III Adverse, but less than significant
SP Specific Plan
DP Development Plan

Table 1-1
SUMMARY OF IMPACTS AND MITIGATIONS
(page 8 of 8)

Resource	*Description of Impact*	*Mitigation*	*Residual Impacts*
	Class III Impacts		
Energy	Energy consumption for ice rink operation would not exceed Southern California Edison supplies. **(SP and PD)**	Design and implement an Energy Conservation Plan incorporating ice rink mechanisms such as direct liquid refrigeration, building insulation, demineralization of rink floodwater, advanced control systems, and waste heat reduction; maximize use of Innovative Building Review Committee recommendations.	Less than significant.
	Class III Impacts		
Environmental Hazards	Electromagnetic fields from undergrounded SCE powerlines lines would generate fields of 2 mG or greater adjacent to walkways, and parking areas adjacent to Majors 1, 7, 8, 9, and portions of Major 1, the bus stop, and Restaurant 2. **(SP and DP)**	Maintain setbacks from undergrounded powerlines; apply best construction practices in accordance with SCE EMF Design Guidelines to reduce magnetic fields.	Less than significant.
Land Use Compatibility	The Major 8 tower would not penetrate the Airport's horizontal plane, and would be below the precision ILS final approach obstacle clearance. The tower would be below ILS clearance for both Runway 7/25 extension alternatives. FAA review indicates the project is not an obstruction under any FAA Part 77 standard.	None required.	Less than significant.
Public Services	SP buildout would generate 0.106 mgd of wastewater; DP activity would generate 0.058 mgd of wastewater. Existing Goleta Wastewater Treatment Facility flows are 6.0 mgd and permitted capacity is 8.3 mgd.	None required. State regulations require low-water demand plumbing fixtures and toilets that would minimize wastewater demand.	Less than significant.
Public Facilities (Cumulative)	Residential development would exacerbate existing shortage in Sheriff Department officer-to-population ratio of 1,200. (SP)	Increased property taxes would be used to retain any additional staff. The project contribution to the regional shortage would be addressed.	Less than significant.

Notes:
Class I Significant, unavoidable
Class II Significant, but feasibly mitigated
Class III Adverse, but less than significant
SP Specific Plan
DP Development Plan

ATTACHMENT 3

Population Density Calculations

Population Density Calculations

The following three occupancy rates, based on information gathered from area operators and management companies, were used in the following calculations:

- South Coast Average: 73% Occupancy
- Goleta Area Average: 76.2% Occupancy
- Goleta Peak: 87%

Applicant's Calculations:

[((99 rooms)(1.25 persons/room)(73% occupancy))+15 to 18 employees]/3.02 acres =

35 to 36 persons/acre

Using Applicant's Calculations with Average & Peak Occupancy for Goleta:

Average
[((99 rooms)(1.25 persons/room)(76.2% occupancy))+15 to 18 employees]/3.02 acres =

37 to 38 persons/acre

Peak
[((99 rooms)(1.25 persons/room)(87% occupancy))+15 to 18 employees]/3.02 acres =

41 to 42 persons/acre

Per ALUC's Parking Based Calculations:

[((1.5persons/vehicle)(102 to 110 vehicle)(75% capacity))]/3.02 acres =

38 to 41 persons/acre

Staff's Calculations Per ATE's Occupancy Methodology:

[((99 rooms)(1.5 persons/room)(73%; 76.2% or 87% occupancy))+15 to 18 employees]/3.02 acres =

Per South Coast Average ***41 to 42 persons/acre***
Per Goleta Area Average ***43 to 44 persons/acre***
Per Goleta Peak ***48 to 49 persons/acre***

ATTACHMENT 4

Responses to Comments Received

Santa Barbara County
Air Pollution Control District

September 19, 2008

Scott Kolwitz, Project Planner
Planning & Environmental Services
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Re: Camino Real Hotel Project Addendum to 96-EIR-003 (07-208-SP, -DP)

Dear Scott:

Thank you for the opportunity to review and comment on the above referenced Draft Addendum for the Camino Real Hotel project which consists of a 99-room service hotel within the Camino Real Specific Plan area. The APCD acknowledges that in conformance with conditions placed on the Camino Real Marketplace component of the approved Development Plan (95-DP-026), the applicant has implemented measures to encourage the use of transit, bicycling and walking. We concur with the conclusions in the Addendum that the Hotel project, with the implementation of the listed mitigation measures, will not have a significant effect on local air quality. However, we disagree with the discussion in the Addendum regarding global climate change.

A-1

The Addendum states on Page 15, "At this time, there are no adopted thresholds of significance for GHG emissions and the methodology of analysis is evolving. The project-specific and cumulative contribution to impacts associated with GHG emissions is considered less than significant in the absence of an adopted threshold and given that climatic change is global in scale (Class III)."

Global climate change is a growing concern that needs to be addressed in CEQA documents, and we recommend that the discussion be included under cumulative impacts. Although there are currently no published thresholds for measuring the significance of a project's cumulative contribution to global climate change, the California Office of Planning & Research (OPR) recently issued a Technical Advisory titled *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review* (dated June 19, 2008, available at the OPR website, www.opr.ca.gov). This advisory provides guidance to land use agencies in the interim period, until the state CEQA Guidelines are revised. The advisory states on page 4, in the third paragraph, "*Public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact.*" Furthermore, the advisory document indicates in the third bullet item on page 6 that "*in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact', individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice.*"

In light of this guidance from OPR, APCD strongly recommends disclosing potential GHG emissions associated with the proposed project and the use of all feasible mitigation measures for long-term impacts. At a minimum, this Hotel project should include energy-conserving measures and mitigations to reduce emissions of greenhouse gases by:

- Incorporating green building technologies;
- Increasing energy efficiency measures at least 20% beyond those required by California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations);
- Increasing recycling goals (e.g., separate waste and recycling receptacles); and,
- Increasing street landscaping (shade trees decrease energy requirements and also provide carbon storage).

For more information regarding these and other mitigation measures, please refer to the CAPCOA CEQA & Climate Change document, available at www.sbcapcd.org/apcd/landuse.htm

A-2 Additionally, we request that the mitigation measures to reduce particulate emissions from diesel exhaust (AQ-2) be updated in the conditions of approval, as follows:

- All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.

- Diesel powered equipment should be replaced by electric equipment whenever feasible.

- As of June 15, 2008, fleet owners are subject to sections 2449, 2449.1, 2449.2, and 2449.3 in Title 13, Article 4.8, Chapter 9, of the California Code of Regulations (CCR) to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use off-road diesel-fueled vehicles. See http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

- Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.

- Other diesel construction equipment, which does not meet CARB standards, shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed.

- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

- All construction equipment shall be maintained in tune per the manufacturer's specifications.

- The engine size of construction equipment shall be the minimum practical size.

- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

- Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible.
  State law requires that drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds:
  - shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location
  - shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle with a sleeper berth within 100 feet of a restricted area (homes and schools).

- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

  Plan Requirements: Measures shall be shown on grading and building plans. **Timing:** Measures shall be adhered to throughout grading, hauling and construction activities.

  MONITORING: Lead Agency staff shall perform periodic site inspections to ensure compliance with approved plans. APCD inspectors shall respond to nuisance complaints.

Please contact me by phone at 961-8893, or by e-mail: VLJ@sbcapcd.org if you have questions.

Sincerely,

Vijaya Jammalamadaka

Vijaya Jammalamadaka
Air Quality Specialist
Technology and Environmental Assessment Division

cc: TEA Chron File

Letter A- Air Pollution Control District letter dated September 19, 2008

A-1: Greenhouse Gases/Global Warming: Please see updated text regarding global climate change and greenhouse gases.

A-2: The mitigation measures to reduce particulate emissions from diesel exhaust (AQ-2) have been updated consistent with the comment letter to reflect current mitigation language.

September 24, 2008

Planning and Environmental Services
130 Cremona Drive, Suite B
Goleta, CA 93117
Attention: Scott Kolwitz

Dear Scott,

B-1 I do not believe the Draft Camino Real Hotel Addendum adequately addresses the impacts of the hotel. It is difficult to review this Addendum without having the EIR (96-EIR-3) for the Camino Real project and the 1997 Specific Plan. The 1997 Specific Plan should have been included as part of this document. It should be noted that the Specific Plan approved by the County reduced the size of the hotel to 50 rooms.

I have indicated the page number that relates to my comments in each case.

B-2 Page 7. The DRB may not be concerned about the height and FARs but this does not justify the standards being exceeded. The DRB is seldom interested in anything other than the design of the buildings and the landscape plan. The DRB is not responsible for approving FARs and excessive height.

B-3 Page 9, AES -2. Up-lighting of the tree canopies should be prohibited to protect the night sky views. The light that filters through the trees contributes to obscuring night sky views. The lighting is only for show and contributes nothing to public safety.

B-4 Page 16. The APCD dust control measures should have been included. The public has no way of knowing what the current measures are and if they are adequate for the project. Two additional mitigation measures should be added. 1. Gravel pads shall be installed at all access points to minimize tracking of mud on to public roads. If visible track-out results on any public roadway despite use of such pads, the contractor shall cause the material to be removed by street cleaning within one hour of its occurrence and again at the end of the work-day. 2. At the end of the AQ-1 paragraph the following should be added so that the public will be able to contact someone on weekends and holidays. The name and phone number of the responsible individual shall also be posted on a sign with letter heights of at least 4.5 inches near the primary access point.

B-5 Page 24. There is no discussion of earthquakes and liquefaction under the Geological section.

B-6 Page 26, Land Use. The 96 –EIR -3 may have evaluated at 115 room hotel but in the 1997 Specific Plan only a 50 room hotel was approved.

B-7 Page 27. There is no compelling reason to have towers that are 38 and 48 feet in an airport approach zone. This hotel is within the Airport Approach Zone and it should not exceed the height limit of the property.

B-8 Page 29. The proposed amendments to the Specific Plan Development Standards, SP LU-21 and SP LUC-23, provide no explanation for the changes. Adding 49 rooms to the hotel will place more people in the approach zone and there is no reason or mitigation for putting more people in harms way.

B-9 Page 30. I find it strange that the City and the Airport Land Use Commission review projects on a case by case basis and determine "the precise location of the airport hazard zone". How can the airport hazard zone change depending on the project? Does the money it produces affect how many people will be put at risk?

B-10 Page 31. The ALUP Guidelines for Land Use is very clear about the uses and height in an Approach Zone. The Commercial Uses guidelines clearly state that hotels and motels should not be constructed in the airport approach zones. What are the height restrictions in the approach

B-11 zone?

B-12 Page 34. The building of 400 hotel rooms would not necessarily attract more people to stay in Goleta. If more people wanted to stay in Goleta, the vacancy rate would be lower. Adding 400 hotels rooms cannot be considered an economic benefit since it will have negative economic impacts on the existing hotels.

B-13 Page 35. An acoustical analysis on this project should have been done and been included in this Addendum. The analysis should be done during standard take offs and landings of commercial jets at the airport. I understand that this is not always the case in these studies.

B-14 Page 45. The comment on the sport fields being converted to synthetic turf is irrelevant. The fields use reclaimed water.

B-15 Page 47. The change from sprinklers to a drip system will not be sufficient to offset the increased water demand of the hotel. What is the current water usage for irrigation and what proof is there that the change to drip will save 5 to 8 AFY? Will the change of irrigation systems degrade the health and appearance of the existing landscaping?

Page 48. Water efficient clothes washers and dishwashers will not be sufficient to meet the needed reduction in water use to meet the 80 AFY water allocation. One mitigation that should
B-16 be considered is to not have on-site laundry facilities. The water issue is a serious one and should be adequately addressed.

B-17 There is mention of significant effects anticipated in the area of flooding but there is discussion
B-18 of it in the document. Solid waste is another issue and I did not find any information on it.
B-19 This Addendum does not provide adequate information for a decision on the impact of this project.

Thank you for the opportunity to comment on the Addendum.

Barbara S. Massey

Barbara S. Massey
7912 Winchester Circle
Goleta, CA 93117
(805) 685-5968

Letter B- B. Massey Letter dated September 24, 2008

B-1: There is no requirement in the California Environmental Quality Act (CEQA) for circulating an EIR addendum for public review. However, the City determined it would be beneficial to circulate the draft addendum for a *courtesy* public review. As indicated in the public notice for the draft Addendum, the EIR referenced in the addendum is available at the City of Goleta office. Further, in response to this comment letter, the EIR and Specific Plan documents were made available, as loan copies, to the commenter on October 1, 2008. Including the Camino Real EIR and the Specific Plan with the Addendum would require extensive amounts of paper, given the size of the documents and the size of the noticing list. However, the Impact Summary Table for the EIR was included as an attachment to the Draft Addendum as a summary and easy reference to the impacts and mitigation measures identified in the EIR.

B-2: The DRB reviewed the project's proposed height and FAR in their consideration of the hotel project and they specifically commented on the original tower heights, which lead to a reduction in the towers' heights. However, the DRB came to a different conclusion than the commenter with regard to the aesthetics of the structure's overall height and FAR.

B-3: Comment noted. Mitigation identified in the Addendum requires submittal of a lighting plan for review and approval by the DRB and City staff prior to issuance of any LUPs for the project, including depictions of the locations of exterior lighting fixtures, arrows showing the direction of light being cast by each fixture and the height of the fixtures. The DRB has consistently voiced their concern with lighting which affects night sky views and their preference for "Dark-Sky" light fixtures. The the DRB will consider the specific fixtures, location, and lighting direction for all exterior lighting, including up-lighting of trees, and how such lighting would impact night sky views.

B-4: APCD has standard dust control measures which are applied to development projects throughout Santa Barbara County, including incorporated areas, such as the City of Goleta. Just as the Addendum will be included as an attachment to the staff report for the Camino Real Hotel request, departmental letters are included in staff reports as part of the conditions of approval attachment. Because the APCD dust mitigation measures are listed out in the APCD condition letter and the measures are systematically applied to project's throughout the County's incorporated and unincorporated areas, a decision was made not to list these same requirements redundantly in the Addendum. The measures do, however, include the requirements for gravel pads to be installed at access points to the project site, use of vacuum trucks or suction sweepers to collect soil

on paved surfaces, and designation of a person(s) to monitor the dust control program during regular construction hours as well as during holidays and weekends. The following text has been added to the mitigation measures: The applicant shall provide a letter to all adjacent property owners with a construction activity schedule and construction routes as well as the name and telephone number of a contact person responsible for the construction schedule fourteen days in advance of construction activities. Any alterations or additions shall require seven day notification. Planning & Environmental Services is to be receive copies of all correspondence.

B-5: Seismic hazards and liquefaction were discussed within the Camino Real EIR, and the proposed project does not alter the impacts discussed within the Camino Real EIR. As the geological section was not altered, additional discussion was not needed for the Addendum. As stated in the Addendum, rough grading that was completed for the hotel property as part of overall Specific Plan grading in 1997. This site preparation work included over-excavation and re-compaction of constrained soils on-site, consistent with EIR mitigation measures (Kim Schizas, personal communication, 10/7/08).

B-6: The comment is correct. The Addendum updates the certified EIR analysis in response to the current project request. The certified EIR evaluated the impacts of a 115-room hotel, and the Addendum evaluates the current request for a 99-room hotel. Various sections of the Addendum (not limited to the Background section) acknowledge that the final Specific Plan approval includes a 50-room hotel for the visitor-serving commercial portion of the Specific Plan area. The fifth paragraph on page 26 also clarifies the difference between the number of hotel rooms evaluated in the EIR versus the number of hotel rooms ultimately approved for this portion of the Specific Plan:

> Although the 1997 Specific Plan approval identified a 50-room hotel, **96-EIR-3, the certified EIR for the Camino Real project, evaluated a 115-room hotel for the project site**.

B-7: The FAA considered the heights of the proposed structure, including the towers, and determined that the structure would not exceed obstruction standards or be a hazard to air navigation (FAA letter dated 5/15/08).

B-8: The Community Commercial land use designation was applied to the project site as part of the City of Goleta's General Plan process. This change to the land use designation was approved subsequent to the County's 1997 approval of the Specific Plan. Because the Camino Real Specific Plan (CRSP) still designates the site as General Commercial LU-21, the Specific Plan Amendment simply proposes to change CRSP LU-

21 to reflect the current General Plan Community Commercial land use designation for the site. I would just leave as is, but either way works. The applicant has indicated that a 50-room hotel is not feasible, and has thus requested an amendment to CRSP LU-23 to allow consideration of a development plan for a hotel of 99 rooms. The Camino Real EIR evaluated the impacts of having 115-rooms within the approach zone. Additional discussion regarding the project's location within Santa Barbara Municipal Airport's approach zone can be found in the Land Use section of the Addendum.

B9: Comment noted. The Airport Land Use Commission considers a variety of factors and project details in evaluating hazards zones and consistency with the Airport Land Use Plan. These factors may include, but are not limited to a project's location with regard to runways, onsite uses and population densities, use and storage of hazardous materials on-site, and on-going changes to airport operations.

B-10: The ALUP previously approved a hotel use for the site as part of the 1997 Specific Plan approval.

B-11 Height restrictions for the parcel include the following: A recommended maximum height of 25 feet per the General Plan which can be exceeded with a finding of good cause; an averaged height of 35 feet per the C-2 zone district, a maximum of 45 feet in the Approach Zone, and a maximum height of 50 feet for "church spires" and similar architectural features in all zone districts. Furthermore, the FAA determined that the structure would not exceed obstruction standards or be a hazard to air navigation with a maximum height of 40 feet above ground level & 65 feet above mean sea level (FAA letter dated 5/15/08). The proposed project complies with the above standards.

B-12: The addition of a greater variety of mid to upper range hotel rooms in Goleta is expected to increase the number of both business visitors and vacationers that will consider searching for and staying at accommodations in Goleta, rather than travelling back and forth to hotels in the City of Santa Barbara. UCSB, for example, attracts a number of visitors to the area, associated with university conferences, lectures, events, graduations, and visiting family members. Due to a historic lack of mid to upper range hotel options in Goleta, guests of the University and other area businesses are often directed to hotels in the City of Santa Barbara.

BA-13: The Addendum relies on updated acoustical analysis performed for the Santa Barbara Airport and which are referenced in the Goleta General Plan EIR. The noise measurements, such as the standard Community Noise Equivalent Level (CNEL) measurement, are not based on individual

take-offs and landings, but are averaged throughout a 24-hour day, with greater weight applied to nighttime noise, when noise is typically more noticeable.

B-14: Comment noted. However, the very next sentence acknowledges the use of reclaimed water for irrigation of the sports fields, *"This would result in a reduction in demand for irrigation water of approximately 4 AFY, although this would not affect demand for potable water because the fields are irrigated with reclaimed water."*

B-15: Mitigation measure WR-1 requires that the applicant provide confirmation that water savings from conversion of sprinklers in CR Marketplace to drip irrigation will offset hotel related increases in water demand. This is required to ensure that the 80 AFY allotment will not be exceeded. In the event that water demand will exceed the allotment, the applicant is required to confirm that the Goleta Water District can and will serve the project prior to approval of land use permits. Preliminary analysis regarding water savings was provided by engineers at Penfield and Smith (P&S letter dated 7/19/08).

B-16: If the applicant continues to propose the option for on-site laundry facilities, he will need to prove that the project has access to an adequate water supply to serve this high demand water use as identified in mitigation measure WR-1.

B-17: Additional discussion regarding flooding and drainage has been added to the Geology/Drainage section of the Addendum.

B-18: Solid waste generation is discussed in the Public Services section of the Addendum. The discussion identifies the estimated increase in solid waste generated by the project (79 tons per year), acknowledgement that the increase is less than the adopted threshold of significance (196 tons per year), and identification of two mitigation measures to reduce the volume of solid waste disposed of in local landfills.

B-19: Staff concludes that the Addendum, taken in context with the Camino Real EIR, does provide adequate information for a decision on the impact of this project.

September 20, 2008

City of Goleta
Planning and Environmental Services
130 Cremona Drive Suite B
Goleta CA 93117

Attn.: Steve Kolwitz, Senior Planner

Subject: Concern Regarding Flooding, Camino Real Hotel Project, 07-208-SP, DP

INTRODUCTION

C-1 I am a property owner located downstream of the proposed project. After reviewing the Plan documents and reviewing site conditions, I am concerned about the floodwater conveyance facilities for the proposed project.

PROJECT DESCRIPTION
Page 26 of Addendum to 86-EIR-003 07-208-SP, -DP;

> south and east perimeters. The applicant proposes stormwater catch basins/drains and pollution prevention interceptors on-site and bio-swales both on-site and within the right-of-way to avoid cross lot drainage. The bio-swales in turn would drain to two proposed drop-inlets which would carry run-off water by an existing underground 30-inch storm drain west, under the soccer fields, en route to an existing natural area for bio-filtration on the adjacent Girsh Park property. The existing Specific Plan drainage design developed as part of the CR Marketplace project retains run-off water on-site in this natural area to improve the quality of run-off water leaving impervious surfaces on-site. The natural area for bio-filtration was previously engineered to hold a 100-year flood event for all development considered in the CR Specific Plan.

FINDINGS
Surface water flow is proposed to be concentrated on the project site and then moved off-site to the west. Figure 1. Overview of Storm Water Drainage System. Surface water would be directed westward (towards the left) into the biofilter basin. Floodwater exits the basin and flows into a storm drain beneath Phelps Road. The water moves southward from beneath Phelps Road and discharges south of Whittier Drive, as a storm drain outlet into a drainage channel.

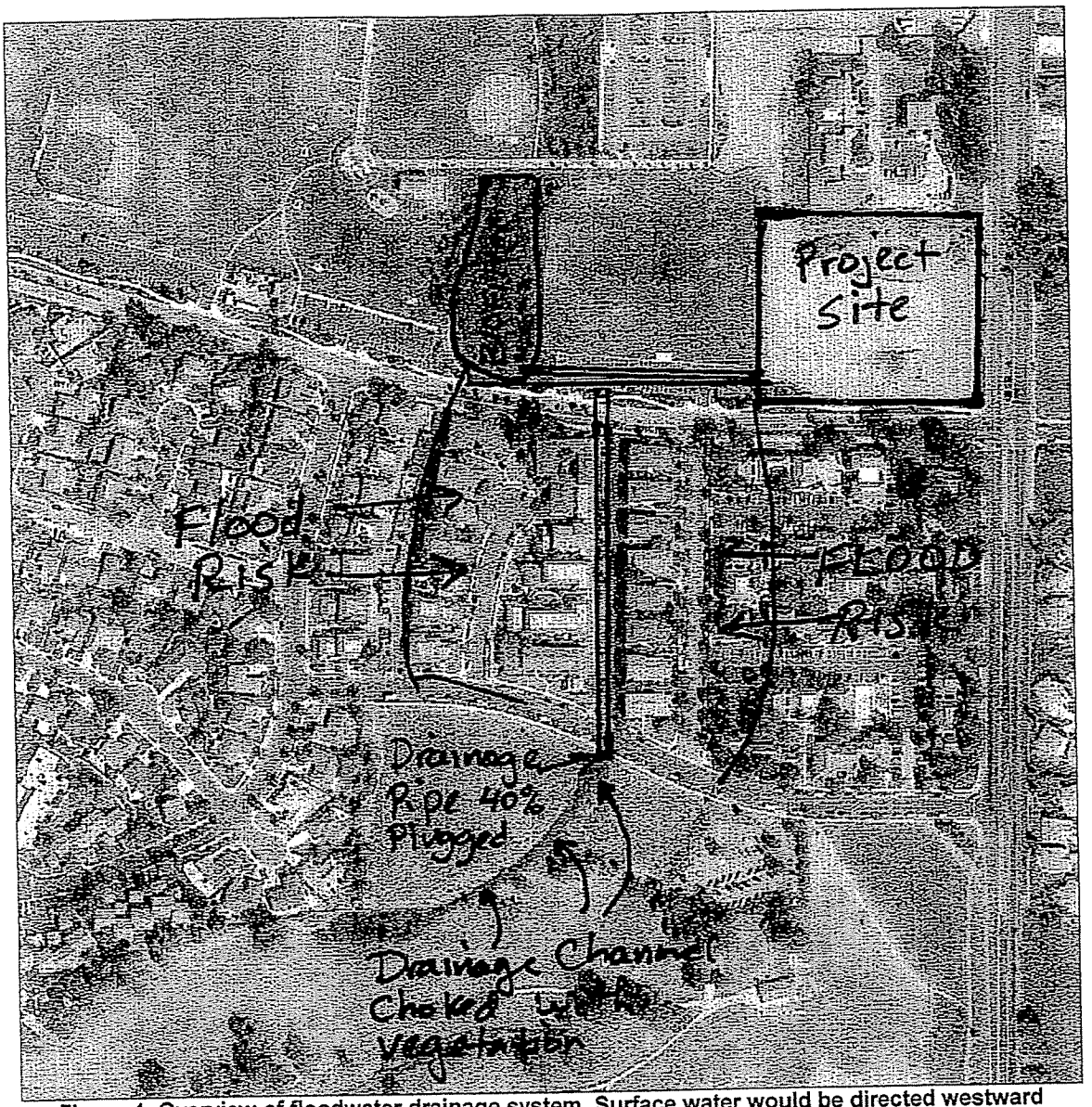


Figure 1. Overview of floodwater drainage system. Surface water would be directed westward (towards the left) into the biofilter basin. Floodwater exits the basin and flows into a storm drain beneath Phelps Road. The water moves southward from beneath Phelps Road and discharges south of Whittier Drive. Storm drain.

The nature area contains the biofiltration basin in the adjacent Girsh Park as described in the environmental document. The biofiltration area was inspected and photographed on September 16, 2006. Figure 2-Biofiltration Basin shows the heavily wooded area. There are two screen inlets for water to enter the storm
C-2 drain that drains the basin. There is an upper grate to the left of the photo and a lower grate. Note the clogging of the lower grate by heavy vegetation.

The City environmental document indicates it was originally designed to contain a 100-year flood event. However, the document does not discuss:

1. When the basin was last cleaned-out
C-3 2. What is the basin's maintenance schedule
3. What agency is responsible for its management?

Figure 2-Biofiltration Basin shows the heavily wooded area. There are two screen inlets for water to enter the storm drain that drains the area. There is an upper grate to the left of the photo and a lower grate. Note the clogging of the lower grate by heavy vegetation. Note the 5-gallon bucket for scale.

The storm drain leaves the biofiltration basin and eventually discharges to a drainage channel south of Whittier Drive, as shown on Figure 3-Whittier Drive Storm Drain Discharge Point. The discharge pipe is a circular reinforced concrete pipe with a diameter horizontally measured at 5-feet. The pipe has significant sediment below the water line because the depth to sediment from the top of the pipe is only 3 feet. The measurements indicate that the upper three feet of open
C-4 pipe is underlain by 2 feet of sediment clogging the bottom of the pipe. The pounded water here is home to hundreds of mosquitoes. The water is backed-up into the pipe a hundred feet or more to beneath nearby residences.

Figure 3-Whittier Drive Storm Drain Discharge Point. The author is using a tape measure to collect measurements of the usable space in the pipe. The discharge pipe is a circular reinforced concrete pipe with a diameter horizontally of 5-feet. The pipe has significant sediment below the water line because the depth to sediment from the top of the pipe is only 3 feet.

C-5 The storm drain terminates just south of Whittier Drive and flows into an open channel and continues southwest and merges with the Ocean Meadows Golf Course. Figure 4-Open Channel downstream from Whittier Drive Storm Drain Outlet, shows the heavy vegetation. Note the 5-gallon bucket for scale. The channel is so heavily vegetated its difficult to even locate the bucket. There is a wall of vegetation even thicker behind the bucket.

Figure 4-Open Channel downstream from Whittier Drive Storm Drain Outlet. Note the 5-gallon bucket for scale. The channel is so heavily vegetated its difficult to locate the bucket. There is a wall of vegetation even thicker behind the bucket.

C-6 The view thru the discharge pint is shown on Figure 5-Cross-Section thru storm drain discharge point. The section shows how water is pounded in the pipe because excessive soil and vegetation in the storm drain channel. The channel has apparently accumulated significant sediment from the biofilter upstream in Girsh Park.

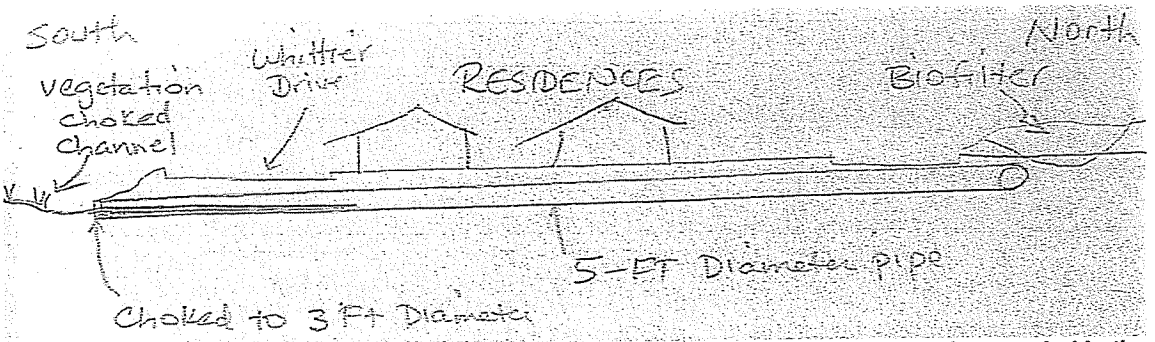


Figure 5-Cross-Section thru storm drain discharge point. The section shows water is pounded in the pipe because excessive soil and vegetation, and causes a mosquito-rich environment.

CONCLUSIONS AND RECOMMENDATIONS

1. It is recommended that the project not be approved. The applicant proposes to hook-up to a storm drain system that has not been maintained. The storm drain channel south of Whittier Drive where this project would discharge is choked with mud and vegetation. The measurements indicate that forty percent of the pipe's capacity is clogged with mud.

C-7

2. The pounded water here is home to hundreds of breeding mosquitoes. The water is backed-up into the pipe a hundred feet or more to beneath nearby residences. This habitat for mosquitoes is a hazard to the community given the threat of West Nile Virus.

C-8

3. The biofilter located upstream is not controlling sediment to the lower area below Whittier Drive. There is clogging of the lower grate by heavy vegetation in the biofilter. The City environmental document indicates it was originally designed to contain a 100-year flood event. However, the document does not discuss: when the basin was previously cleaned-out, what is the basin's maintenance schedule, and what agency is responsible for its management?

C-9

4. The City should hire a registered civil engineer or geologist who specializes in hydraulics to evaluate the performance of the existing flood control system.

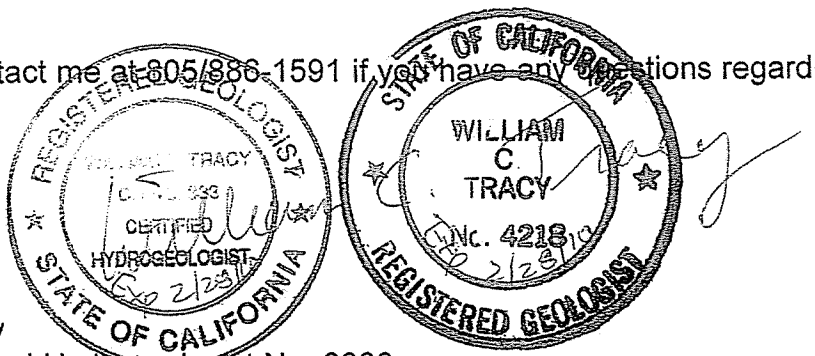
C-10

5. The City may need a permit from UC Santa Barbara who owns the property along Whittier Drive where the 5-foot diameter storm drainpipe and drainage channel is located.

C-11

Feel free to contact me at 805/886-1591 if you have any questions regarding this letter.

Sincerely,



William C. Tracy
California Certified Hydrogeologist No. 0333
California Professional Geologist No. 4218
Property Owner, 470 Linfield Place Apt B
Goleta CA 93117

Letter C- Bill Tracy Letter dated September 20, 2008

C-1: Comment noted. The City of Goleta Community Services staff has evaluated the existing setting and the existing and proposed flood water conveyance facilities for the proposed project.

C-2: Community Services is aware of the potential for flooding and water-related pests/viruses in the project area. While the concerns are pre-existing and outside the scope of the project and the areas of concern are technically located outside the City of Goleta's city limits, the City of Goleta is working with County Flood Control, Vector Control and other responsible agencies to address the problems the author describes.

C-3: Per email from K. Schizas (10/08/08), as part of the general maintenance of the shopping center, Camino Real Marketplace staff monitor and maintain the private storm water and storm drain system. The storm water system consists of drop inlets and catch basins located throughout the shopping center. Fossil filters are installed at each drainage structure inlet and act as a first line of defense in treating high concentrations in low storm flow run off. All storm water collected from within the Marketplace discharges into the fore-bay of the bio-swale which additionally treats low flow storm water. The bio-swale, located south of Santa Felicia Road, drains into the Natural Area (in Girsh Park) where it is further treated and detained before leaving the property via an outlet structure just north of Phelps Road. The bottom of the basin in the Natural Area sits approximately two feet below the opening to the outlet structure, providing the necessary detention capability.

Quarterly inspections of the storm water drainage inlets are performed by the Camino Real Facilities Manager. Two times per year, Camino Real staff will inspect and service all fossil filters at which time the filter media material is changed. At the same time the inlets structures are cleaned, sediment and trash are removed via the manhole.

As to the bio-swale and Natural Area, Camino Real maintenance staff performs weekly trash collection in the bio-swale. Additionally, quarterly inspection of the bio-swale is performed by our Landscape contractor, Kitson Landscaping. These inspections identify and document non-native plant material and the overall health of the plant material and environment. They also inspect and clear out blockage in front of the outlet structure at the south end of the bio-swale which discharges into the Natural Area. Annual cleaning and clearing in the Natural Area and its outlet structure is performed in the fall before the rainy season. During this work, the path of water flow through the Natural Area is cleared of vegetated material and overgrown material in front of the outlet structure is removed. This work was just recently completed.

The City of Goleta oversees compliance with conditions of approval for the Camino Real Marketplace Development Plan, including conditions relating to the maintenance of the project drainage facilities.

C-4: See response to comment C-2.

C-5: See response to comment C-2.

C-6: Community Services staff has not determined that increased sedimentation is due to the bio-filter in Girsh Park. However, Community Services staff is continuing to work with the applicant in evaluating drainage facilities for development throughout the Camino Real Specific Plan area and to coordinate with other agencies to address drainage issues, including accumulation of sediment in drainage infrastructure in areas such as those identified in this comment letter. Also, see response to comment C-2.

C-7: The maintenance and drainage issues identified are not a result of the Camino Real drainage infrastructure design or maintenance. In addition, the proposed project design would contribute a negligible increase in peak stormwater flows to the identified storm drain system and therefore would not result in or contribute significantly to flooding impacts. (Scott, I don't think this answer can be adequately responded to without the last sentence. How about having Steve Wagner review the responses to comments for this letter?)

C-8: The project would not contribute to this situation. However, Community Services staff is aware of this issue and is coordinating with appropriate agencies to remedy this situation as soon as possible, separate from processing of the CR Hotel project.

C-9: Please refer to response to comment C-3.

C-10: City Community Services staff, including Steve Wagner, have the qualifications to evaluate the performance of the flood control system.

C-11: The project would not necessitate work in this area. Therefore, no permit would be required. However, as stated earlier, Community Services staff is working with other agencies to address maintenance of area flood control facilities.

September 20, 2008

City of Goleta
Planning and Environmental Services
130 Cremona Drive Suite B
Goleta CA 93117

Attn.: Steve Kolwitz, Senior Planner

Subject: Concern Regarding Flooding, Camino Real Hotel Project, 07-208-SP, DP

INTRODUCTION

D-1 I am a property owner located downstream of the proposed project. After reviewing the Plan documents and reviewing site conditions, I am concerned about the floodwater conveyance facilities for the proposed project.

PROJECT DESCRIPTION

Page 26 of Addendum to 86-EIR-003 07-208-SP, -DP;

> south and east perimeters. The applicant proposes stormwater catch basins/drains and pollution prevention interceptors on-site and bio-swales both on-site and within the right-of-way to avoid cross lot drainage. The bio-swales in turn would drain to two proposed drop-inlets which would carry run-off water by an existing underground 30-inch storm drain west, under the soccer fields, en route to an existing natural area for bio-filtration on the adjacent Girsh Park property. The existing Specific Plan drainage design developed as part of the CR Marketplace project retains run-off water on-site in this natural area to improve the quality of run-off water leaving impervious surfaces on-site. The natural area for bio-filtration was previously engineered to hold a 100-year flood event for all development considered in the CR Specific Plan.

FINDINGS

Surface water flow is proposed to be concentrated on the project site and then moved off-site to the west. Figure 1. Overview of Storm Water Drainage System. Surface water would be directed westward (towards the left) into the biofilter basin. Floodwater exits the basin and flows into a storm drain beneath Phelps Road. The water moves southward from beneath Phelps Road and discharges south of Whittier Drive, as a storm drain outlet into a drainage channel.

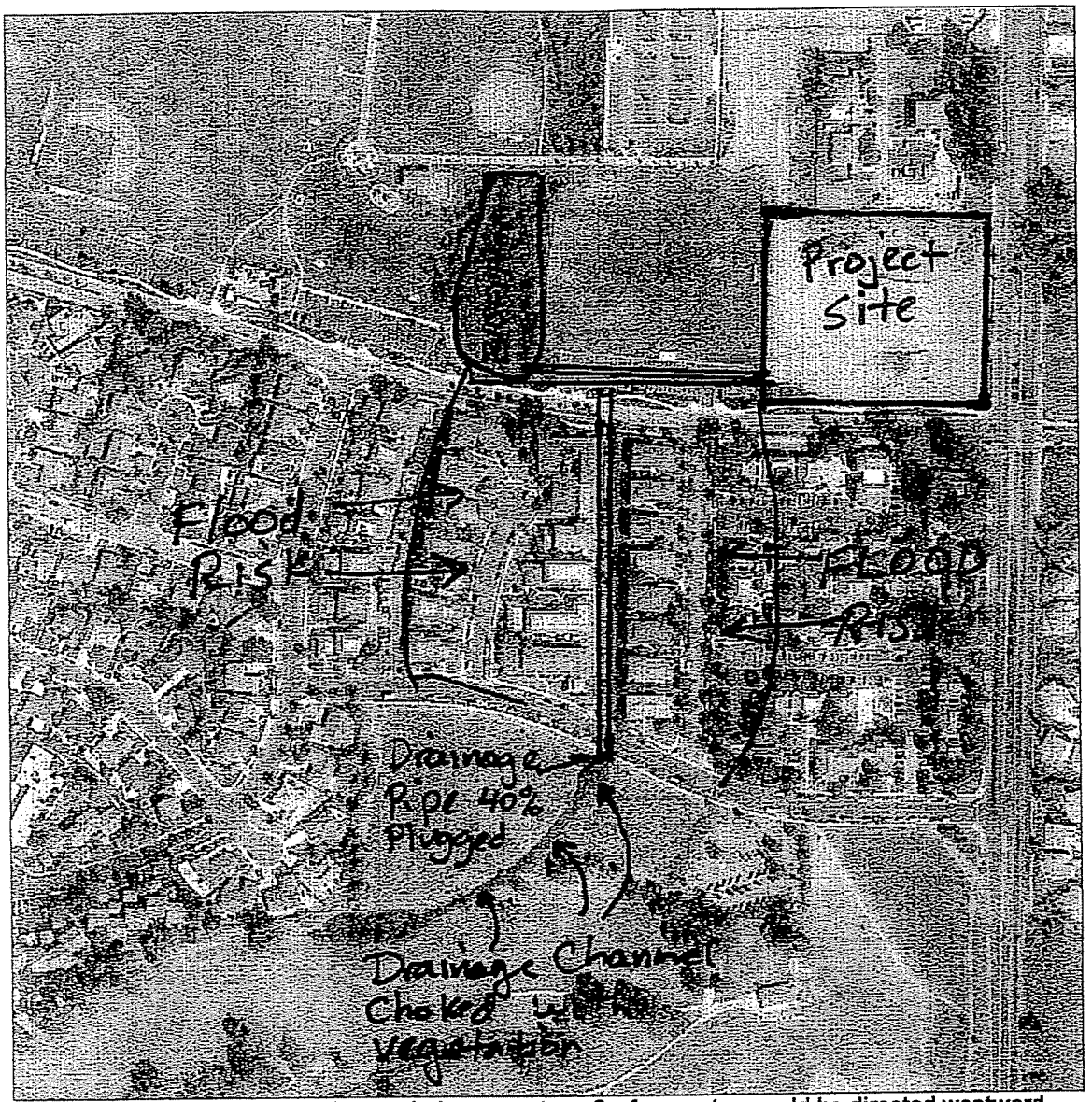


Figure 1. Overview of floodwater drainage system. Surface water would be directed westward (towards the left) into the biofilter basin. Floodwater exits the basin and flows into a storm drain beneath Phelps Road. The water moves southward from beneath Phelps Road and discharges south of Whittier Drive. Storm drain.

The nature area contains the biofiltration basin in the adjacent Girsh Park as described in the environmental document. The biofiltration area was inspected and photographed on September 16, 2006. Figure 2-Biofiltration Basin shows the heavily wooded area. There are two screen inlets for water to enter the storm drain that drains the basin. There is an upper grate to the left of the photo and a
D-2 lower grate. Note the clogging of the lower grate by heavy vegetation.

The City environmental document indicates it was originally designed to contain a 100-year flood event. However, the document does not discuss:

1. When the basin was last cleaned-out
D-3 2. What is the basin's maintenance schedule
3. What agency is responsible for its management?

Figure 2-Biofiltration Basin shows the heavily wooded area. There are two screen inlets for water to enter the storm drain that drains the area. There is an upper grate to the left of the photo and a lower grate. Note the clogging of the lower grate by heavy vegetation. Note the 5-gallon bucket for scale.

The storm drain leaves the biofiltration basin and eventually discharges to a drainage channel south of Whittier Drive, as shown on Figure 3-Whittier Drive Storm Drain Discharge Point. The discharge pipe is a circular reinforced concrete pipe with a diameter horizontally measured at 5-feet. The pipe has significant sediment below the water line because the depth to sediment from the top of the
D-4 pipe is only 3 feet. The measurements indicate that the upper three feet of open pipe is underlain by 2 feet of sediment clogging the bottom of the pipe. The pounded water here is home to hundreds of mosquitoes. The water is backed-up into the pipe a hundred feet or more to beneath nearby residences.

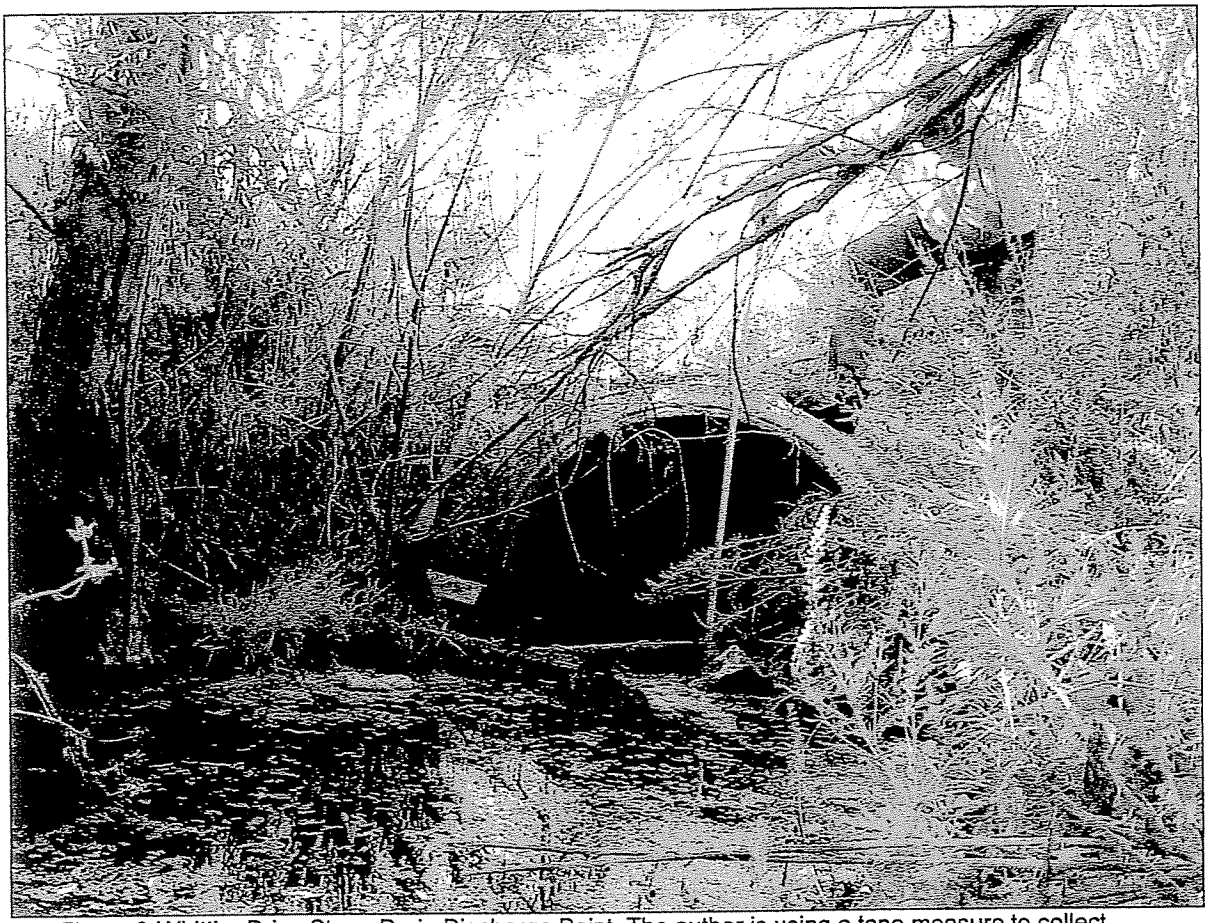
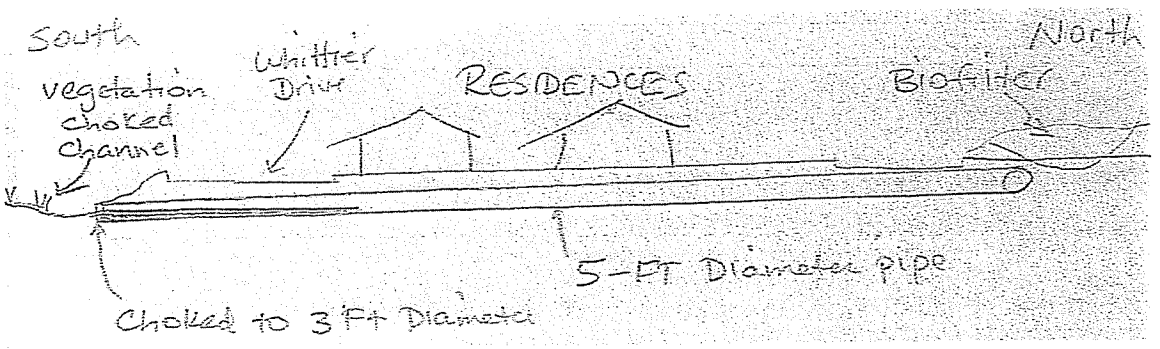


Figure 3-Whittier Drive Storm Drain Discharge Point. The author is using a tape measure to collect measurements of the usable space in the pipe. The discharge pipe is a circular reinforced concrete pipe with a diameter horizontally of 5-feet. The pipe has significant sediment below the water line because the depth to sediment from the top of the pipe is only 3 feet.

D-5 The storm drain terminates just south of Whittier Drive and flows into an open channel and continues southwest and merges with the Ocean Meadows Golf Course. Figure 4-Open Channel downstream from Whittier Drive Storm Drain Outlet, shows the heavy vegetation. Note the 5-gallon bucket for scale. The channel is so heavily vegetated its difficult to even locate the bucket. There is a wall of vegetation even thicker behind the bucket.

Figure 4-Open Channel downstream from Whittier Drive Storm Drain Outlet. Note the 5-gallon bucket for scale. The channel is so heavily vegetated its difficult to locate the bucket. There is a wall of vegetation even thicker behind the bucket.

D-6 The view thru the discharge pint is shown on Figure 5-Cross-scetion thru storm drain discharge point. The section shows how water is pounded in the pipe because excessive soil and vegetation in the storm drain channel. The channel has apparently accumulated significant sediment from the biofilter upstream in Girsh Park.



CONCLUSIONS AND RECOMMENDATIONS

D-7 1. It is recommended that the project not be approved. The applicant proposes to hook-up to a storm drain system that has not been maintained. The storm drain channel south of Whittier Drive is choked with mud and vegetation. The measurements indicate that forty percent of the pipe's capacity is clogged with mud.

D-8 2. The pounded water here is home to hundreds of breeding mosquitoes. The water is backed-up into the pipe a hundred feet or more to beneath nearby residences. This habitat for mosquitoes is a hazard to the community given the threat of West Nile Virus.

D-9 3. The biofilter located upstream is not controlling sediment to the lower area below Whittier Drive. There is clogging of the lower grate by heavy vegetation in the biofilter. The City environmental document indicates it was originally designed to contain a 100-year flood event. However, the document does not discuss: when the basin was previously cleaned-out, what is the basin's maintenance schedule, and what agency is responsible for its management?

Sincerely,

Linfield Neighborhood Property Owners:

Name VESUE EMMONS

Address 483 LINFIELD PL #A

Name _____

Address _____

Name _____

Address _____

Name _____

Address _____

Name _____

Address_____

Name_____

Address_____

Name_____

Address_____

Name_____

Address_____

Name_____

Address_____

Letter D- Emmens Letter dated September 20, 2008

This letter is nearly identical to Letter C, with the exception that Letter C includes two additional comments.

Therefore, for numbered comments D-1 to D-9, please refer to response to comments for Letter C, comments C-1 to C-9

From: rwittman@arthistory.ucsb.edu [mailto:rwittman@arthistory.ucsb.edu]

Sent: Sunday, September 07, 2008 2:11 PM
To: Scott Kolwitz
Subject: Camino Real Hotel

E-1 As a Goleta homeowner, I am writing to offer my comments on the environmental impact of the proposed Camino Real Hotel project. I am not qualified to evaluate the project's likely impact on geology, the water supply, and so forth, but I have strong opinions about the project's likely impact on aesthetics, air quality, and especially traffic and noise.

E-2 Between the Camino Real Marketplace, the Kmart strip mall, and the Albertson's strip mall, to say nothing of the Calle Real/Fairview strip malls, our little town has more than enough commercial development in it. We do not need to sacrifice any more of our land and environmental quality so that Santa Barbara can remain pristine.

E-3 With UCSB's new and expanded housing along El Collegio, traffic along Hollister and Storke roads will soon be choked even worse than they are already. The air quality around Storke/Hollister is already often unpleasant, particularly in summer, the noise levels are high, and the whole Storke-Hollister area is already visually overloaded with unattractive parking lots and signage. No matter how many red tile roofs and faux-mission style walls are built, commercial

E-4 establishments on this scale are just not attractive - this is, after all, why Santa Barbara won't allow them, and prefers to see them offloaded in our town.
This project in particular would bring the blight another important step closer to the residential areas to the south, which until now have been grateful for the buffer that keeps the commercial areas at a bit of a distance.

E-5 I would add that, practically speaking, there is no need for a new hotel in Goleta, especially with Goleta cannot maintain its quality of life if it keeps accepting development of this sort, bringing it closer and closer to residential areas. Our local economy hardly requires the stimulation this hotel might bring. What we do need is a municipal government that looks out for the quality of life of its tax- paying residents.

Thank you,
Richard Wittman
Richard Wittman, Ph.D.
Associate Professor
Department of the History of Art & Architecture Arts 1234, University of California Santa Barbara, California 93106-7080
Telephone: 805/893-8710 Fax: 805/893-7117
http://www.arthistory.ucsb.edu/index.php?option=com_content&task=view&id=115&Itemid=196

Letter E- Wittman Email dated September 7, 2008

E-1: Comment noted.

E-2: Comment noted. The current Addendum updates the Camino Real Project EIR for the current hotel project request. The Camino Real EIR as well as the Goleta General Plan EIR acknowledge the referenced, nearby commercial uses as either existing or proposed uses in the environmental analysis. Further, the General Plan designates all of these properties for commercial land uses. The referenced properties are specifically zoned for retail and shopping center commercial uses and the subject property is zoned for retail commercial use, which allows for hotels. Therefore a hotel is a permitted use on the subject property.

E-3 The project would generate additional vehicle trips and associated emissions, as previously identified in the Camino Real EIR, which considered a 115-room hotel for the project site. Based on a traffic study prepared for the current project request and a review of the traffic data by the City's Community Services staff, the project's estimated increase in vehicle trips for the proposed 99-room hotel would not trigger any of the City's adopted thresholds of significance for traffic impacts nor would these trips exceed Circulation Element standards in the City's General Plan. With regard to air quality, project-related emissions associated with the short-term, finished grading activities and the long-term increase in vehicle trip emissions would not trigger adopted air quality thresholds. With regard to noise, project generated increases in noise levels are primarily associated with the short-term construction period. The Addendum identifies mitigation to minimize the effects of noise on neighboring properties during the short-term construction period. The hotel layout locates the pool and outdoor patio areas in a central courtyard and locates the delivery and trash pick-up areas on the northern end of the property. These design features serve to reduce the potential for exposure of the residential neighbors south of Phelps Road to noise generated by hotel activities.

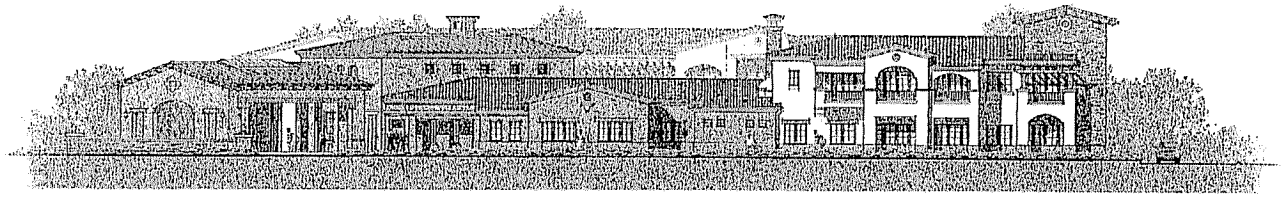
E-4 Visually, the project area is comprised of a wide variety of land uses and structural development, from sports fields to shopping centers to multi-family housing. It is acknowledged that the project site is located on a somewhat transitional property, separating residential uses to the south from commercial uses to the north along Storke Road. The Camino Real EIR identifies aesthetic impacts from buildout of the entire 83-acre Specific Plan area as significant and unavoidable. Construction of a hotel on the project site contributed to these identified visual impacts, primarily due to loss of open space and loss of scenic views of the Santa Ynez Mountains. Because the Camino Real Marketplace has already been developed, the hotel site is one of the last remaining portions of the Specific Plan to be

developed. As a result, development of this three acre property at the corner of Storke and Phelps Road would not substantially alter *existing* views of the Santa Ynez Mountains from public viewing areas (e.g., public roads) nor would conversion of this currently vacant property be considered a loss of significant open space. Consistent with the Camino Real EIR assumptions, the proposed hotel would be two stories in height and would be located in the same development footprint as was previously assumed in the EIR. Therefore, the development of a hotel on the subject property has previously been considered in the context of the surrounding development and uses and, still, the site has continued to be zoned for commercial uses, including a hotel. The proposed hotel would be a transitional development between the Camino Real and K-Mart shopping centers to the north and the multi-family residential area to the south of the project site. The City's Design Review Board (DRB) recommended lowering the height of the highest tower, using more earth-tone colors, reflective of Goleta (versus Santa Barbara's white with red tiles), incorporation of dark-sky light fixtures, and other minor modifications to the landscaping and elevations. The applicant subsequently incorporated recommended modifications into the current project plans. Also refer to response to comment D-2.

E-5 There are differing opinions regarding the economic benefits of increasing the number and variety of hotel rooms in the City of Goleta. The commenter's email will be attached to the final Addendum and forwarded to City decision-makers as part of their consideration of the proposed project.

ATTACHMENT 5

Reduced Project Plans dated May 21, 2008 (11x17 reductions)



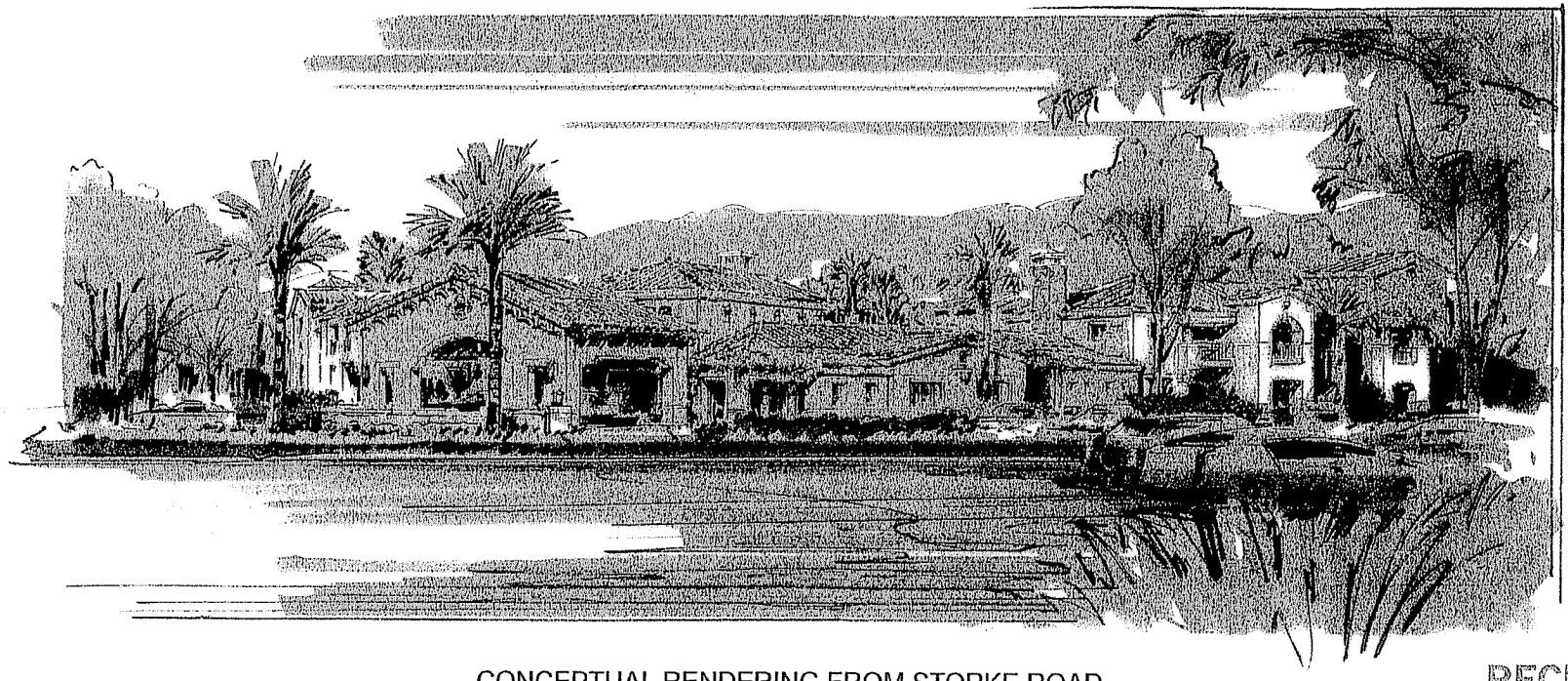
CAMINO REAL HOTEL

Goleta, California

OWNER:
WYNMARK
SANTA BARBARA, CA

ARCHITECT:
LEE & SAKAHARA ARCHITECTS, A.I.A., INC.
18042 VON KARMAN AVENUE, SUITE 300
IRVINE, CA 92612

LEE SAKAHARA ARCHITECTS AIA



CONCEPTUAL RENDERING FROM STORKE ROAD

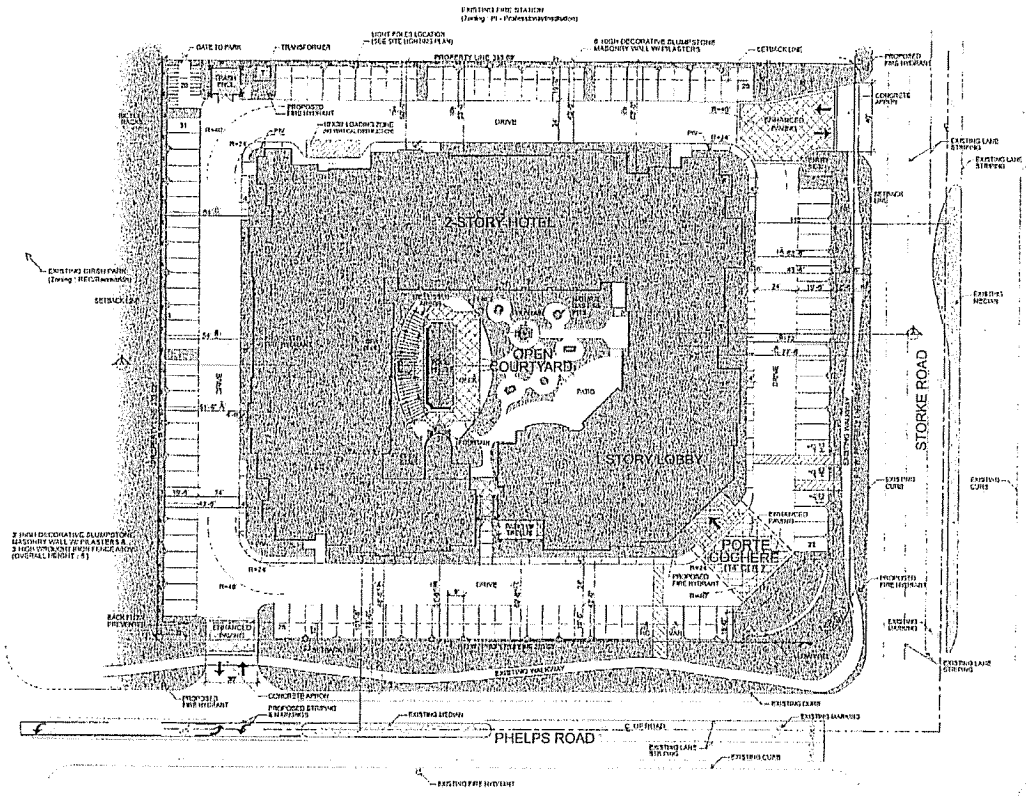
CAMINO REAL HOTEL GOLETA, CALIFORNIA

CAMINO REAL III, LLC.

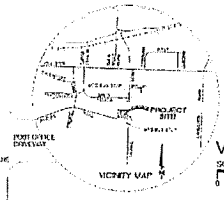
Y7024 05-20-08

CONCEPTUAL RENDERING FROM STORKE ROAD

LEE & SAKAHARA ARCHITECTS AIA
ARCHITECTURE PLANNING INTERIORS
1610 OLYMPIC BLVD., SUITE 200
SANTA MONICA, CALIFORNIA 90404
PH: 310.829.1133 F: 310.829.1144



SETBACK NOTES : A = Closest to property line
B = Intermediate to property line
C = Farthest from property line



VICINITY MAP
SCALE: 1/1500" = 1'-0"
0 1500 3000 6000

PROJECT DATA

1 HABITABLE (ENCLOSED) AREA :
1st FLOOR
2nd FLOOR
TOTAL HABITABLE AREA

2 NON HABITABLE AREA (DECKS, BALCONIES)
1st FLOOR
2nd FLOOR
TOTAL NON HABITABLE AREA

3 PARCEL SIZE :

4 BUILDING COVERAGE :

5 FLOOR AREA RATIO :

6 LANDSCAPING AREA

7 OCCUPANCY CLASSIFICATIONS (CBC TABLE 3-A)
- HOTEL
- RESTAURANT
- OFFICE/RETAIL
- ADMINISTRATIVE/OFFICES

8 TYPE OF CONSTRUCTION

9 PARKING :
- PARKING REQUIRED
- PARKING PROVIDED
- PARKING STALL SIZES

10 UNIT SUMMARY :

NO. TYPE OF UNITS	ONE-BEDROOM SUITES	JUNIOR SUITES	FIRST CONDIVAL SUITE	TOTAL
1st FLOOR	5	31	1	41
2nd FLOOR	5	31	1	41
TOTAL	10	62	2	82

11. ZONING :

12 REQUIRED SETBACKS :

SETBACK NOTES : A = Closest to property line
B = Intermediate to property line
C = Farthest from property line

CAMINO REAL HOTEL CASE # 07-208-DP

GOLETA, CA

401 STORKE ROAD
GOLETA, CA

SITE PLAN

SCALE: 1/20" = 1'-0"
0 20 40 80

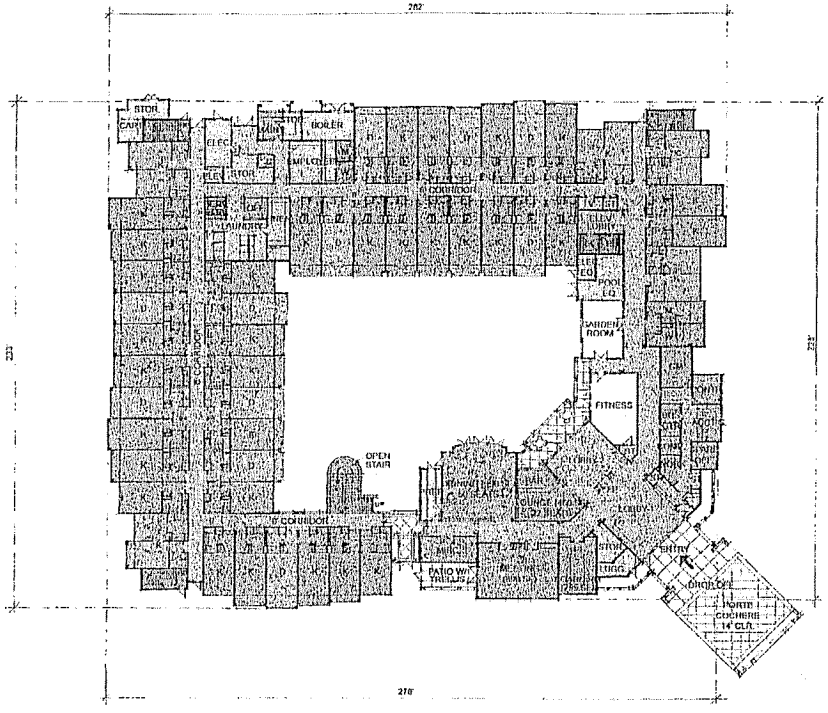
A-1

CAMINO REAL II, LLC

FUSCOE

LEE & SAKAHARA ARCHITECTS AIA

Lee Sak



CAMINO REAL HOTEL CASE # 07-208-DP

GOLETA, CA

401 STORKE ROAD
GOLETA, CA

1st. FLOOR PLAN

SCALE: 1/16" = 1'-0"

0 16 32 64

A-2

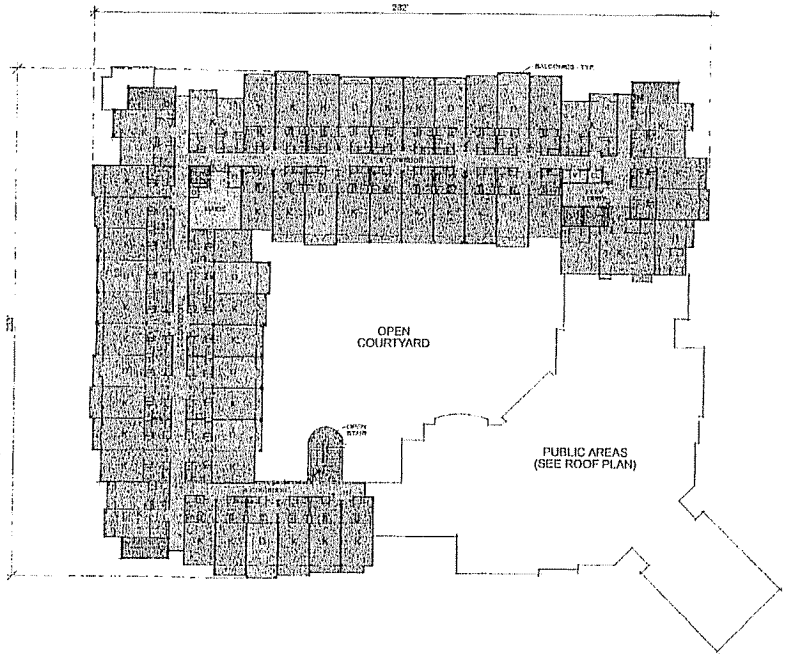
CAMINO REAL M, LLC

FUSCOE

LEE & SAKAHARA ARCHITECTS AIA

No.	Revision	Date

V1074 05-01-08



CAMINO REAL HOTEL CASE # 07-208-DP

GOLETA, CA

401 STORKE ROAD
GOLETA, CA

2nd. FLOOR PLAN

SCALE: 1/16" = 1'-0"

0 16' 32' 64'

A-3

CAMINO REAL II, LLC

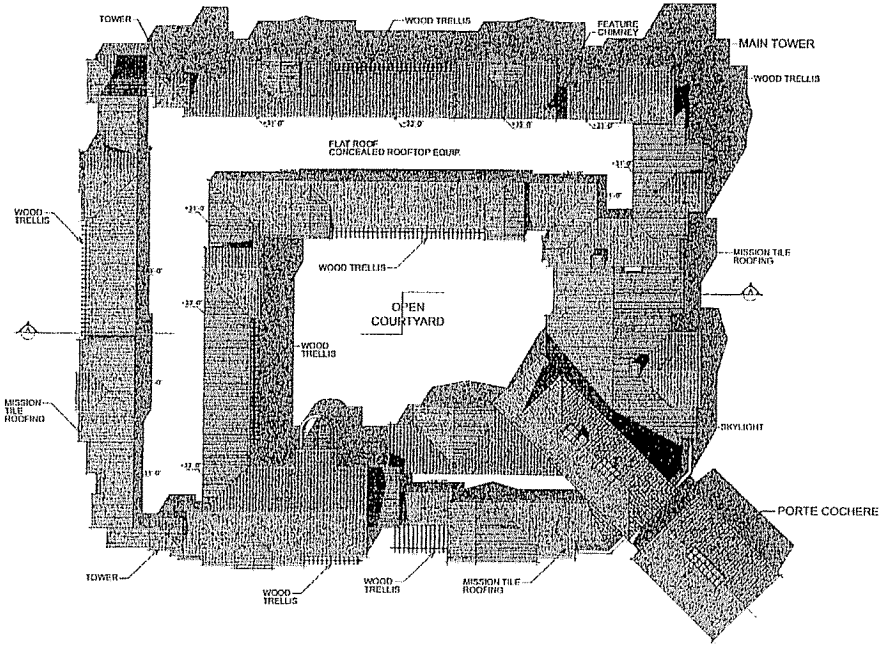
FUSCOE ENGINEERING

LEE & SAKAHARA ARCHITECTS AIA

lee sah

No.	Revision	Date

03.01.13



CAMINO REAL HOTEL

CASE # 07-208-DP

GOLETA, CA

401 STORKE ROAD
GOLETA, CA

ROOF PLAN

SCALE: 1/16" = 1'-0"

0 16 32 64

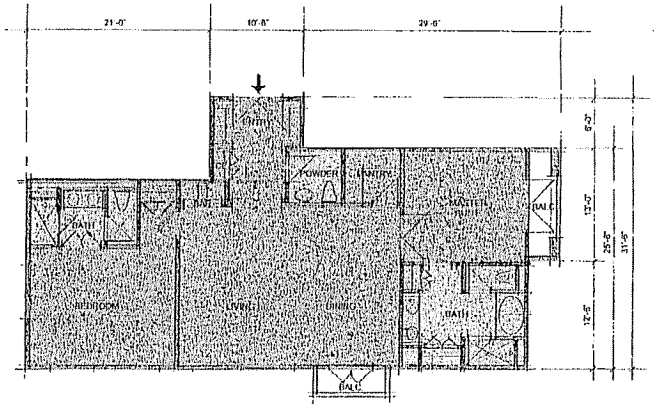
A-4

CAMINO REAL, LLC.

FUSCOE

LEE & SAKAHARA ARCHITECTS AIA

03-09-07



PRESIDENTIAL SUITE:
(1,445 SF.)

TWO-BAY SUITE:
KING UNIT
(639 SF.)

JUNIOR SUITE:
KING UNIT
(464 SF.)

JUNIOR SUITE:
DOUBLE QUEEN UNIT
(464 SF.)

CAMINO REAL HOTEL

CASE # 07-208-DP

GOLETA, CA

401 STORKE ROAD
GOLETA, CA

SUITE TYPES

SCALE: 1/4" = 1'-0"

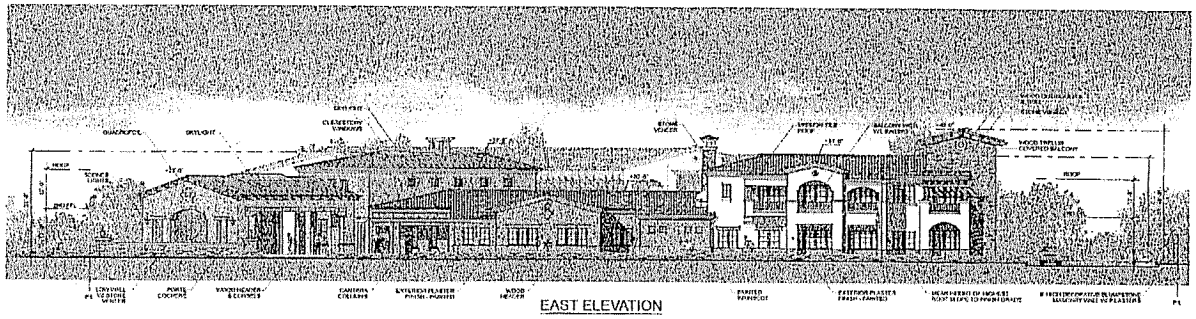
A-5

CAMINO REAL M, LLC

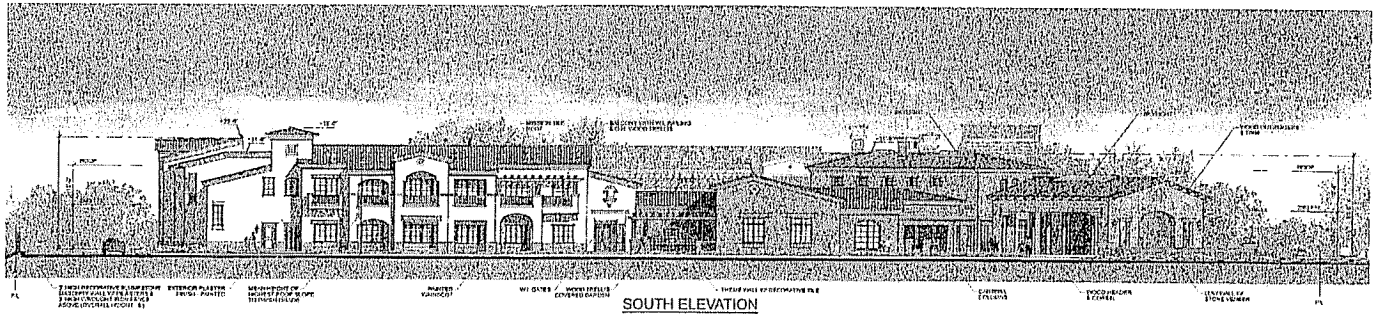
FUSCOE ENGINEERING

LEE & SAKAHARA ARCHITECTS AIA

Y1024 05/07/09



EAST ELEVATION



SOUTH ELEVATION

CAMINO REAL HOTEL CASE # 07-208-DP

GOLETA, CA

401 STORKE ROAD
GOLETA, CA

ELEVATIONS

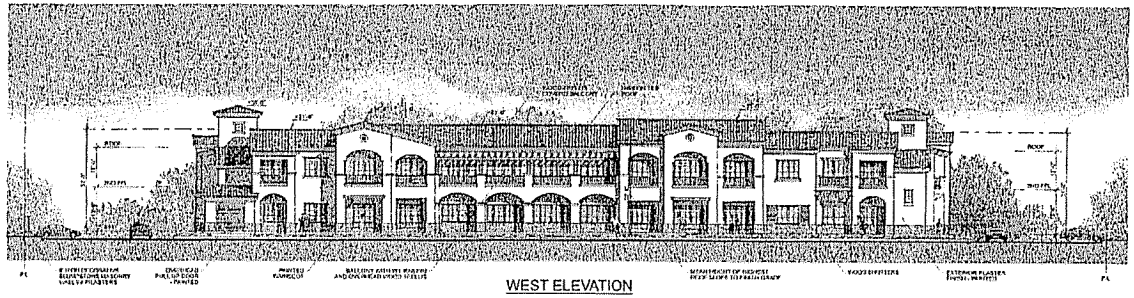
SCALE: 3/32" = 1'-0"

A-6

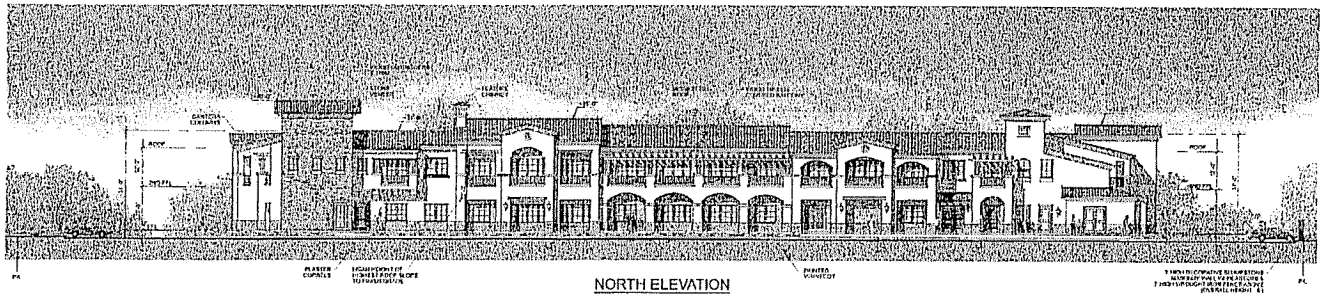
CAMINO REAL M, LLC.

FUSCOE

LEE & SAKAHARA ARCHITECTS AIA



WEST ELEVATION



NORTH ELEVATION

CAMINO REAL HOTEL CASE # 07-208-DP

GOLETA, CA

401 STORKE ROAD
GOLETA, CA

CAMINO REAL III, LLC

FUSCOE

Linscott Engineering Associates Pc. Sydney Baumgardner

ELEVATIONS

SCALE: 3/32" = 1'-0"

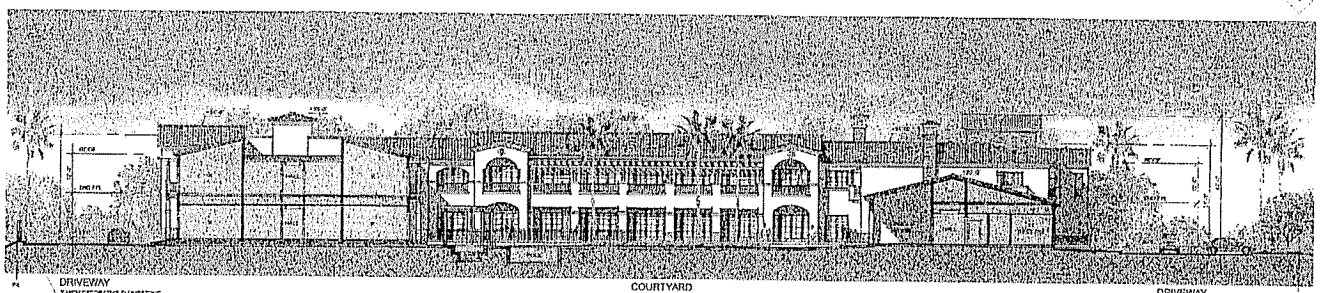
0 8 16 32

A-7

LEE & SAKAHARA ARCHITECTS AIA

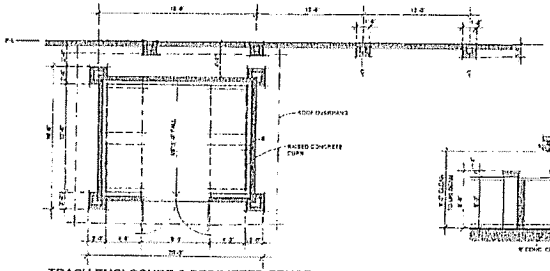
lee sak

V7024 05.02.08



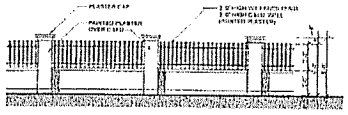
SECTION A - A

SCALE: 3/32" = 1'-0"



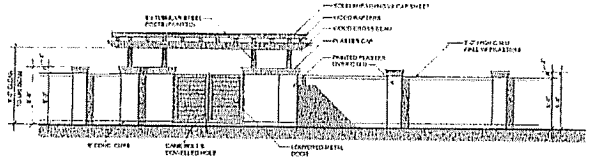
TRASH ENCLOSURE & PERIMETER FENCE
FLOOR PLAN

SCALE: 1/4" = 1'-0"



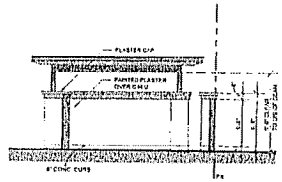
WEST PERIMETER FENCE
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



TRASH ENCLOSURE & NORTH PERIMETER
FENCE FRONT ELEVATION

SCALE: 1/4" = 1'-0"



TRASH ENCLOSURE & PERIMETER FENCE
SIDE ELEVATION

CAMINO REAL HOTEL

GOLETA, CA

-SECTION A-A
-TRASH ENCLOSURE & PERIMETER FENCE

A-8

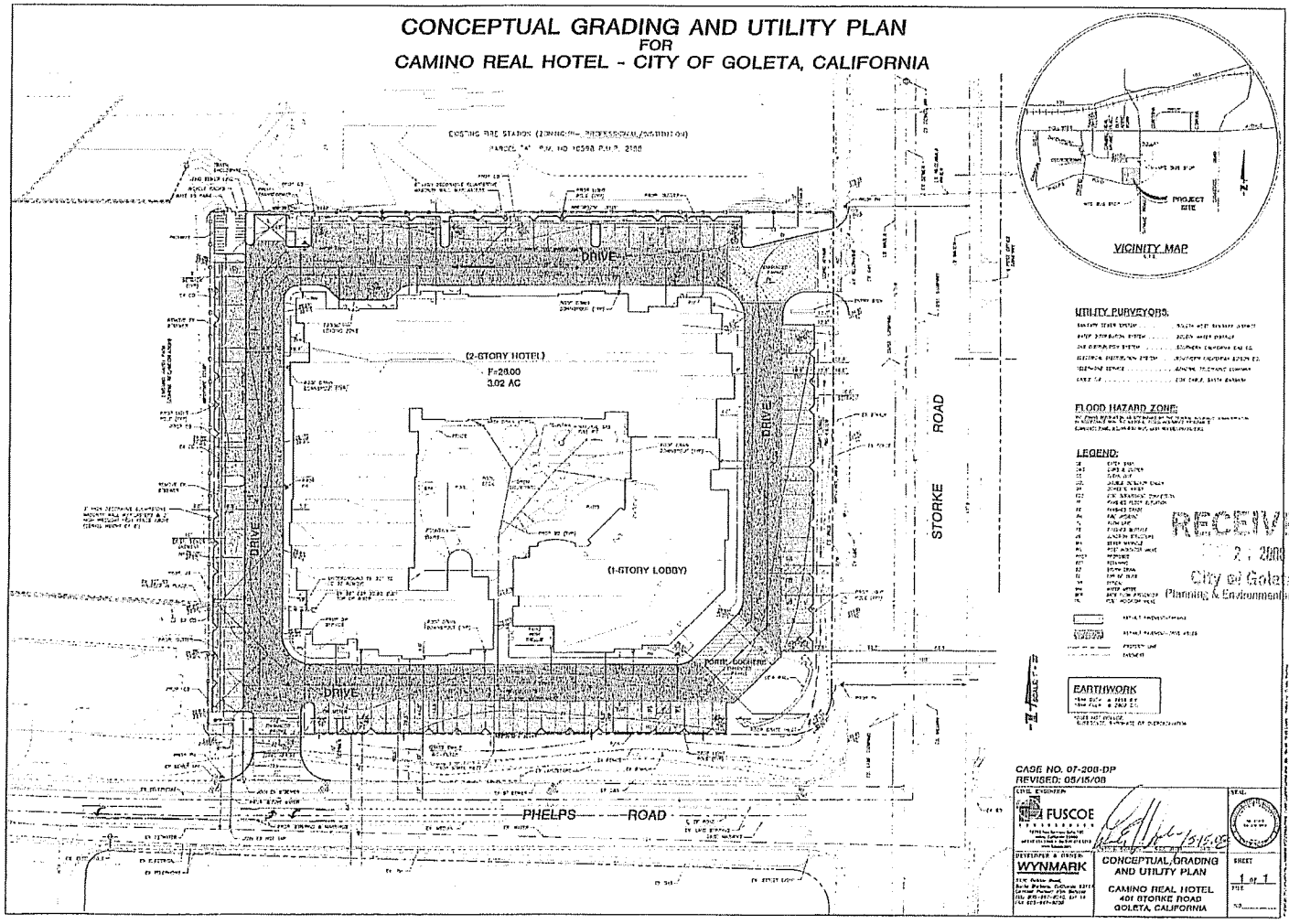
WYNMARK

FUSCOE

LEE & SAKAHARA ARCHITECTS AIA

Y7074 05.03.07

CONCEPTUAL GRADING AND UTILITY PLAN
FOR
CAMINO REAL HOTEL - CITY OF GOLETA, CALIFORNIA



RECEIVED
2, 2008
City of Goleta
Planning & Environmental Svcs

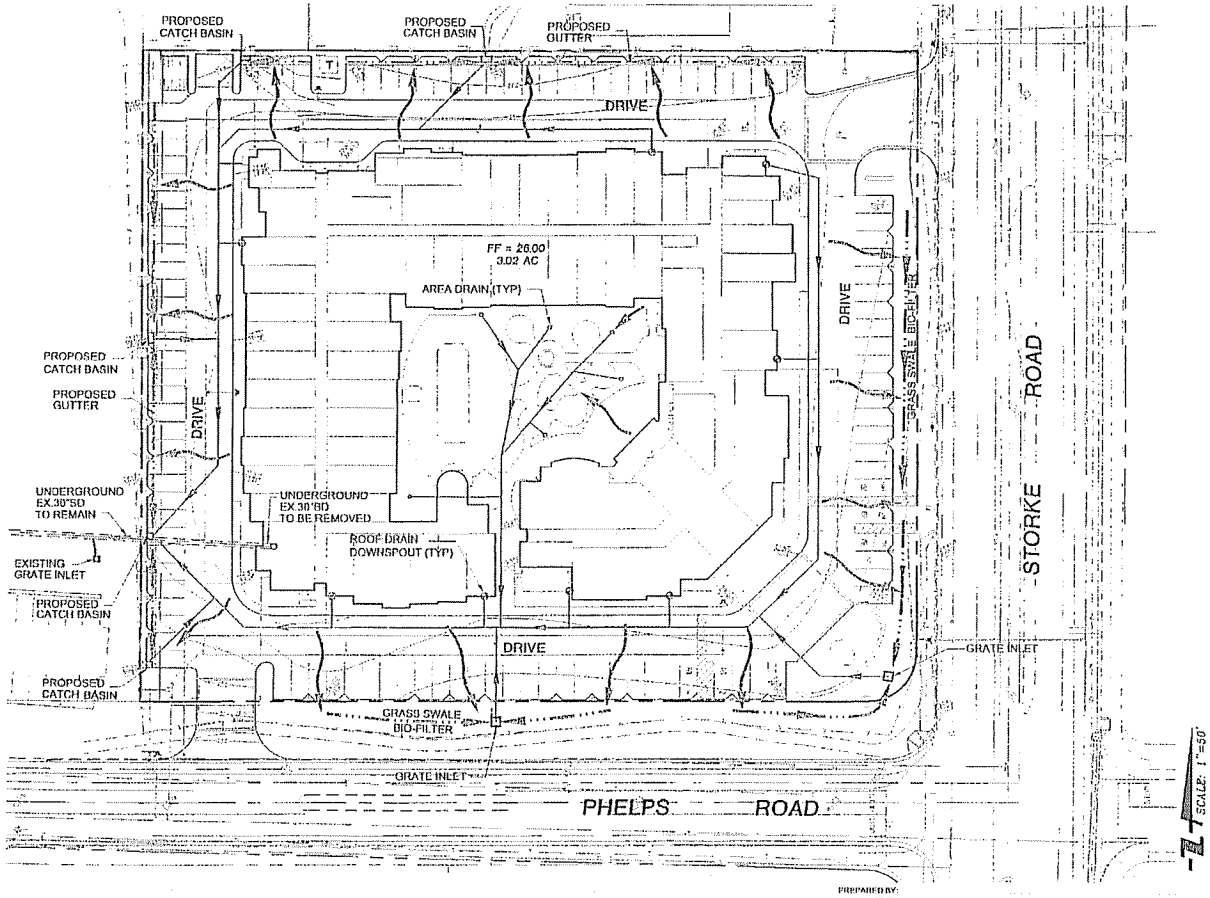
CASE NO. 07-208-DP
REVISED: 05/15/08

CIVIL ENGINEER
FUSCOE

DEVELOPER & OWNER
WYNMARK

CONCEPTUAL GRADING AND UTILITY PLAN
CAMINO REAL HOTEL
401 STORKE ROAD
GOLETA, CALIFORNIA

SHEET 1 of 1



LEGEND

- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN LINE
- ROOF DRAIN DOWNSPOUT
- STORM DRAIN FLOW
- SURFACE FLOW
- DRAINAGE SWALE
- DRAINAGE GUTTER

SCALE: 1"=50'

RECEIVED
APR 2 4 2008
City of Goleta
Planning & Environmental Svcs

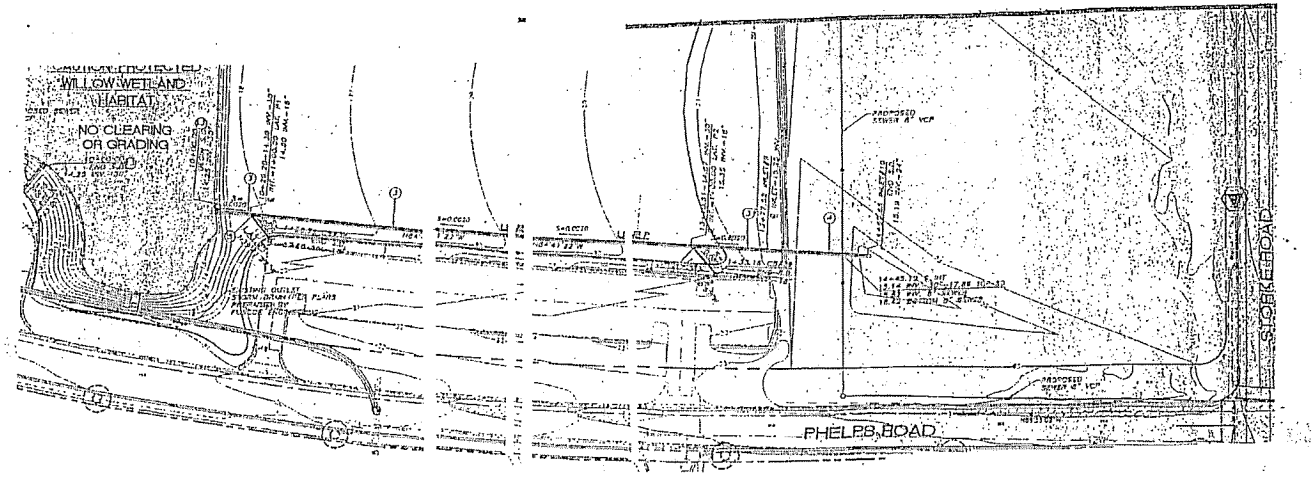
PREPARED BY:
FUSCOE ENGINEERING
16795 Von Karman, Suite 100
Irvine, California 92606
tel 949.474.1960 fax 949.474.5315
www.fuscoe.com
JOB NO. 867.01

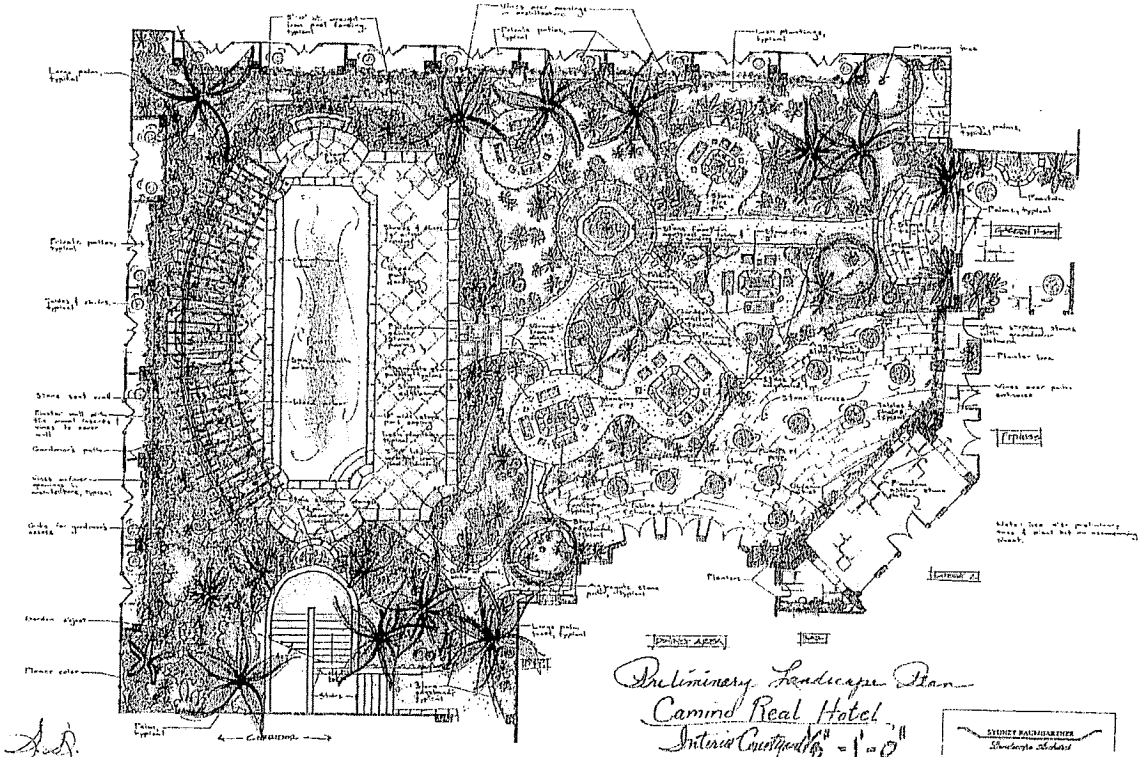
DRAINAGE EXHIBIT
CAMINO REAL HOTEL
401 STORKE ROAD
GOLETA, CA

DATE: 04/21/08

SHEET 1 OF 1

ATTACHMENT 4





Preliminary Landscape Plan
Camino Real Hotel
Interior Courtyard 1/8" = 1'-0"

10-18-07
Rev. 1-23-08

PL-2

CAMINO REAL HOTEL
PRELIMINARY TREE AND PLANT LIST 05/31/88

Trees

Shrubs

Ground Cover

Vines

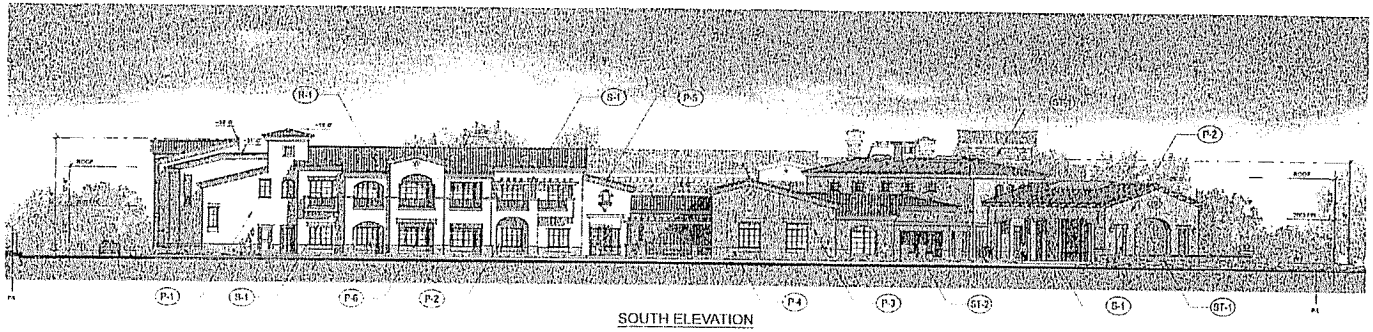
Perennial

SIDNEY BAUMGARTNER

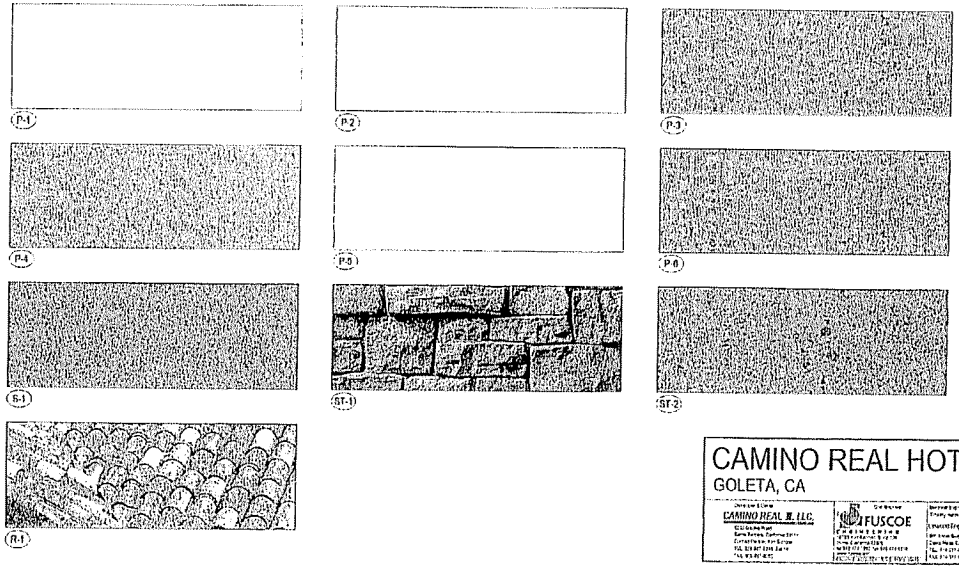
PRELIMINARY TREE & PLANT LIST

CAMINO REAL HOTEL
GOLETA, CA. 93111

SHEET NO. PL-3



SOUTH ELEVATION



COLOR MATERIAL LEGEND

PLASTER FINISH COLOR (SMOOTH TROWEL FINISH)

- P-1 FRAZEE CL 1861W BUFF (WALL FIELD)
- P-2 FRAZEE CL 1714M CREDENTIALS (WALL FIELD)
- P-3 FRAZEE CL 1644D PARTRIDGE (WALL FIELD)
- P-4 FRAZEE CL 2784D STARDUST (WAINSCOT)
- P-5 FRAZEE CL 3261W SHARKSKIN (TRIM, SURROUND, CORNICE)
- P-6 FRAZEE CL 2654D JAMU (WINDOWS, DOORS & RAILING)

WOOD TRELLIS, HEADER & CORBEL

- S-1 OLYMPIC STAIN - TAUPE

STONE

- ST-1 STONE VENEER
- ST-2 CANTERA STONE

ROOF TILE

- R-1 ANTIQUE VILLA TILE - AVT04
  (TWO-PIECE BLENDED CLAY BARREL TILES)

CAMINO REAL HOTEL CASE # 07-208-DP

GOLETA, CA

401 STORKE ROAD
GOLETA, CA

COLOR & MATERIALS BOARD

A-9

CAMINO REAL II, LLC

FUSCOE

LEE & SAKAHARA ARCHITECTS AIA

VTDA CSDT08