

ATTACHMENT 3
GENERAL PLAN CONSISTENCY ANALYSIS

**CAMINO REAL HOTEL
GENERAL PLAN CONSISTENCY ANALYSIS
07-208-SPA, -DP**

Land Use Element

Policy LU 1.8 New Development and Neighborhood Compatibility [GP/CP]
Approvals of all new development shall require compatibility with the character of existing development in the immediate area, including size, bulk, scale, and height. New development shall not substantially impair or block important viewsheds and scenic vistas, as set forth in the Visual and Historical Resources Element.

Consistent. This policy is intended to ensure that new development is compatible with the surrounding neighborhood. Surrounding development includes a wide variety of architectural styles and building sizes. The project site is an infill parcel. Existing multi-family residential structures are located to the south. To the west are active and passive recreational uses. To the north is Fire Station #11, with Camino Real Marketplace regional shopping center and associated large commercial retail structures beyond the fire station. To the east are a variety of commercial and service industrial buildings, with the K-Mart shopping center to the northeast. Therefore, the hotel would serve as a transitional development and land use in the immediate project area, particularly between the shopping center commercial development to the north and the multi-family residential development to the south. While the project would result in some viewshed interruption from Storke and Phelps Roads, this effect was previously acknowledged in approval of the Camino Real Specific Plan, which designated this site for a hotel. In addition, the properties to the north have since been fully developed with the Camino Real Marketplace regional shopping center, which provides the prominent view to the north from both of these public roadways. In addition, such aesthetic impacts would be addressed through further design review and refinement by DRB. Therefore, the proposed project would be consistent with this policy.

Policy LU 1.9 Quality Design in the Built Environment. [GP/CP]
The City shall encourage quality site, architectural, and landscape design in all new development proposals. Development proposals shall include coordinated site planning, circulation, and design. Public and/or common open spaces with quality visual environments shall be included to create attractive community gathering areas with a sense of place and scale.

Consistent. In addition to the above policy, the proposed CR Hotel was designed taking into account the design criteria in the Camino Real Specific Plan, which requires coordinated design throughout the 83-acre Specific Plan area. The hotel colors and general Mediterranean architectural theme appropriately incorporates features which associate the hotel with Camino Real Marketplace, while at the same time including features which are more residential in design, such as wood balconies. Consistent with the design of the rest of the Specific Plan, the Storke and Phelps frontages include meandering sidewalks and bikelanes which were previously installed as part of Phase I of the Specific Plan development. Some landscaping was also installed, although

supplemental landscaping along the road frontages is proposed as part of the hotel project development. The DRB has reviewed the project twice, with the applicants revising the project plans in response to comments received from the DRB, such as lowering the height of the northeast tower. The primary open space is located within the central courtyard of the hotel with a swimming pool and gathering areas incorporated within this landscaped area. The project will still be subject to preliminary and final DRB review, which will include more DRB critique and comments on refinements to the project architectural, lighting and landscape plans. Therefore, the proposed project would be consistent with this policy.

LU 1.13 Adequate Infrastructure and Services. [GP/CP] For health, safety, and general welfare reasons, approvals of new development shall be subject to a finding that adequate infrastructure and services will be available to serve the proposed development in accordance with the Public Facilities and Transportation Elements.

Consistent. As discussed under traffic policies below, a traffic study was prepared for the project (ATE 1/08), which concludes that the project would not trigger adopted environmental thresholds or General Plan circulation standards for roadways or intersections. The project would be required to comply with Community Service requirements for frontage and driveway improvements along Storke and Phelps Roads and would be required to pay Goleta Transportation Impact Fees to help fund needed and planned improvements, such as improvements at nearby Hollister Avenue/Storke Road. Project conditions require proof of adequate water supplies and sewer treatment capacity from the applicable service districts. The site is located adjacent to Fire Station #11. All other utility service providers have provided letters indicating that such services are available for the development. Therefore, the proposed project, as conditioned, would be consistent with this policy.

LU 3.3 Community Commercial (C-C-). [GP] The Community Commercial category is intended to allow relatively small commercial centers that provide convenience goods and services to serve the everyday needs of the surrounding residential neighborhoods while protecting the residential character of the area. Uses that may attract significant traffic volumes from outside the Goleta Valley are discouraged. Mixed-use, including residential development at densities up to 12 units per acre may be permitted subject to approval of a conditions use permit in appropriate locations provided that it is compatible with adjacent uses, does not break up the continuity of commercial use at the sidewalk level, or is not within the airport approach zone as designated in the Safety Element. All community commercial development shall be designed to facilitate and promote pedestrian circulation in and to the area, as well as to link these areas to other activity center. Noise levels and hours of operation may be regulated to avoid any potential conflict with adjacent residential uses. The size of any mixed-use development shall be consistent with street and utility capacities. The Fairview Shopping Center and Calle Real Center area included in this designation.

LAND USE ELEMENT, ALLOWABLE USES TABLE:

**TABLE 2-2
ALLOWABLE USES AND STANDARDS FOR COMMERCIAL USE CATEGORIES**

Allowed Uses and Standards	Commercial Use Categories					
	C-R	C-C	C-OT	C-VS	C-I	C-G
Retail Trade						
Large-Scale Retail Establishments	X	-	-	-	-	-
General Merchandise	X	X	X	-	-	X
Food and Drug Stores	X	X	X	-	X	X
Apparel and Specialty Stores	X	X	X	-	-	X
Building/Landscape Materials and Equipment	X	X	X	-	-	X
Eating and Drinking Establishments	X	X	X	X	X	-
Other Retail Trade Establishments	X	X	X	X	-	X
Coastal-Related Commercial	X	X	X	X	-	-
Services (Including Offices)						
Finance, Insurance, and Real Estate	X	X	X	-	-	X
Personal Services	X	X	X	-	-	X
Business Services	-	X	X	-	-	X
Information Technology Services	-	-	-	-	-	X
Professional Services	-	X	X	-	-	X
Medical and Health-Related Services	X	X	X	-	-	-
Educational Services	-	-	X	-	-	X
Entertainment and Recreation Services	X	X	X	X	-	-
Building and Construction Services	-	-	-	-	-	X
Other Services	X	X	X	X	X	X
Transient Lodging and Services						
Resorts	-	-	-	X	-	-
Hotels, Motels, Bed and Breakfast Inns	X	X	X	X	-	-
RV Parks	-	-	X	X	-	X
Other Visitor Services and Attractions	-	-	-	X	-	X
Auto-Related Uses						
Retail – Automotive Sales and Rentals	-	-	X	-	-	X
Auto Repair and Painting	-	-	-	-	-	X
Auto Wrecking Yard/Junk Yard	-	-	-	-	-	X
Auto Service (Gas) Station	X	-	X	-	X	X
Car Wash	-	X	X	-	X	X
Wholesale Trade and Storage						
General Wholesale Trade	-	-	-	-	-	X
Warehousing – General	-	-	-	-	-	X
Warehousing – Self-Storage	-	-	-	-	-	X
Outdoor Storage	-	-	-	-	-	X
Residential Uses						
Residential Units	-	X	X	-	-	-
One Caretaker Unit	X	X	X	X	-	X
Assisted-Living Residential Units	-	-	-	-	-	X
Other Uses						
Religious Institutions	-	X	X	-	-	X
Public and Quasi-public Uses	X	X	X	-	X	X
Wireless Communications/Telecommunications	X	X	X	X	X	X
Standards for Density and Building Intensity						
Standards for Density						
Maximum Residential Density	N/A	12/acre	20/acre	N/A	N/A	20/acre
Standards for Building Intensity						
Maximum FAR	0.35	0.40	0.60	0.25	0.40	0.40
Maximum Structure Height	35 feet	25 feet	30 feet	35 feet	25 feet	35 feet
Maximum Lot Coverage Ratio	N/A	N/A	N/A	N/A	N/A	N/A
Minimum Open Space Ratio	N/A	N/A	N/A	0.40	N/A	N/A
Minimum Lot Size	size in 2005	size in 2005	size in 2005	size in 2005	size in 2005	10,000 s.f.
Notes:						
1. Use Categories: C-R – Regional Commercial; C-C – Community Commercial; C-OT – Old Town Commercial; C-VS – Visitor Commercial; C-I – Intersection Commercial; C-G – General Commercial.						
2. X indicates use is allowed in the use category; - indicates use not allowed.						
3. General Note: Some uses requiring approval of a conditional use permit are as set forth in text policies, and others are specified in the zoning code.						
4. Wholesale trade is permitted within the C-R use category, provided that it is an integral part of a retail trade use.						
5. N/A = Not applicable.						

Consistent (Policy LU 3.3 and Table 2-2). The subject property was designated General Commercial for a hotel use in the Camino Real Specific Plan and was subsequently designated Community Commercial in the City's Land Use Element of the General Plan. The applicant's request to modify Camino Real Specific Plan development standard CRSP LU-21 is in direct response to updating the land use designation for the hotel property in the Specific Plan to be consistent with the current General Plan land use designation for the site.

The proposed hotel use is specifically identified as an allowed use in the C-C land use designation, as identified in Table 2-2.

The floor area ratio (FAR) for the proposed CR Hotel would be 56.1%, with a building coverage of 32.3%. 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 *Recommended Building Intensity Standards* in the Table 2-2 of the General Plan identify a maximum FAR of 0.40 and a maximum height of 25 feet for the Community Commercial (C-C) land use designation.

Although the project size, footprint and height are consistent with Zoning Ordinance requirements, including maximum height of 35 feet and maximum height of 50 feet for towers, the proposed project exceeds the *recommended* building standards in General Plan Land Use Table 2-2. Table 2-2 was recently amended regarding FAR and height limitations. The standards are now identified as *Recommended Standards for Building Intensity* and the 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. Language was also added to the General Plan glossary to address "good cause" in this context:

"defined as a better site, or architectural design, will result in better resource protection, will provide a significant community benefit and/or does not create an adverse impact to the community character, aesthetics or public views."

The DRB first reviewed the project on April 8, 2008. At that time, the DRB expressed concern with the height of the northeast tower. In response to comments received at the first DRB meeting, the applicant revised the project plans, including reducing the height of this tower. DRB reviewed the revised project plans on May 28, 2008 and found no further 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, within all of the "site's" landscaped area, may appear smaller than is indicated by the FAR calculation (which excludes all right-of-way area, even if such areas are landscaped).

Based on the ability to make the good cause finding for the project height and FAR, the project, as conditioned, would be consistent with Table 2-2, with regard to the allowed use and standards for the C-C land use designation.

Open Space Element

OS 8.3 Preservation. [GP/CP] *The City shall protect and preserve cultural resources from destruction. The preferred method for preserving a recorded archeological site shall be by preservation in place to maintain the relationship between the artifacts and the archaeological context. Preservation in place may be accomplished by deed restriction as a permanent conservation easement, avoidance through site planning and design, or incorporation of sites into other open spaces to prevent any future development or use that might otherwise adversely impact these resources.*

Consistent: No archaeological or cultural resources have been identified on the project site. However, project conditions require that in the event currently unknown sensitive archaeological resources are encountered during project development, work must cease until such resources have been properly evaluated by an archaeologist and a Native American monitor, and appropriate measures to protect and/or mitigate impacts to the resource have been implemented. Therefore, the proposed project, as conditioned, would be consistent with this policy.

Conservation Element

CE 3.5 Protection of Wetlands Outside the Coastal Zone [GP]. *The biological productivity and the quality of inland wetlands shall be protected and, where feasible, restored. The filling of wetlands outside the Coastal Zone is prohibited unless it can be demonstrated that:*

- a. The wetland area is small, isolated, not part of a larger hydrologic system, and generally lacks productive or functional habitat value.*
- b. The extent of the fill is the least amount necessary to allow reasonable development of a use allowed by the Land Use Element.*
- c. Mitigation measures will be provided to minimize adverse environmental effects, including restoration or enhancement of habitat values of wetlands at another location on the site or at another appropriate offsite location within the City.*

A wetland buffer of a sufficient size to ensure the biological integrity and preservation of the wetland shall be required. Generally a wetland buffer shall be 100 feet, but in no case shall a wetland buffer be less than 50 feet. The buffer area shall serve as transitional habitat with native vegetation and shall provide physical barriers to human intrusion.

Consistent: The site includes a 0.03-acre degraded seasonal wetland. The removal of this isolated wetland is made clear on the 96-EIR-3 and Specific Plan's maps, which indicate the hotels' footprint would be located over this wetland area. The mitigation to address removal of this isolated, degraded wetland was the same as 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 included grading over 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 elsewhere within the Specific Plan and by enhancing 0.82-acres of wetlands in Isla Vista (see the Camino Corto Wetland Restoration Plan 1997) by a rate of 5:1. The project is consistent with this policy because the wetland area is small and isolated, the removal of the 0.03-acre wetland was intended and approved as part of the Army Corps permit, and the applicant has already mitigated the loss of this wetland by restoring wetlands offsite as part of Camino Real Specific Plan Phase I development activities.

CE 1.9 Standards Applicable to Development Projects. [GP/CP] The following standards shall apply to consideration of developments within or adjacent to ESHAs:

- d. All new development shall be sited and designed so as to minimize grading, alteration of natural landforms and physical features, and vegetation clearance in order to reduce or avoid soil erosion, creek siltation, increased runoff, and reduced infiltration of stormwater and to prevent net increases in baseline flows for any receiving water body.*
- j. In areas that are not adjacent to ESHAs, where grading may be allowed during the rainy season, erosion control measures such as sediment basins, silt fencing, sandbagging, and installation of geofabrics shall be implemented prior to and concurrent with all grading operations.*

CE 10.1 New Development and Water Quality. [GP/CP] New development shall not result in the degradation of the water quality of groundwater basins or surface waters; surface waters include the ocean, lagoons, creeks, ponds, and wetlands. Urban runoff pollutants shall not be discharged or deposited such that they adversely affect these resources.

CE 10.2 Siting and Design of New Development. [GP/CP] New development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure the following:

- a. Protection of areas that provide important water quality benefits, areas necessary to maintain riparian and aquatic biota, and areas susceptible to erosion and sediment loss.*
- b. Limiting increases in areas covered by impervious surfaces.*
- c. Limiting the area where land disturbances occur, such as clearing of vegetation, cut-and-fill, and grading, to reduce erosion and sediment loss.*
- d. Limiting disturbance of natural drainage features and vegetation.*

CE 10.3 Incorporation of Best Management Practices for Stormwater Management [GP/CP] New development shall be designed to minimize impacts to water quality from increased runoff volumes and discharges of pollutants from non-point sources to the maximum extent feasible consistent with the requirements and standards of the Central Coast Regional Water Quality Control Board. Post construction structural BMPs shall be designed to treat, infiltrate, or filter stormwater runoff in accordance with the City's Stormwater Management Program. Examples of BMPs include the following:

- a. Retention and detention basins;
- b. Vegetated swales;
- c. Infiltration galleries or injection wells;
- d. Use of permeable paving materials;
- e. Mechanical devices such as oil-water separators and filters;
- f. Revegetation of graded or disturbed areas.
- g. Other measures that are promoted by the Central Coast Regional Water Quality Control Board and those described in the BMP report of the Bay Area Association of Stormwater Management Agencies.

CE 10.6 Stormwater Management Requirements. [GP/CP] The following requirements shall apply to specific types of development:

- a. Commercial and multiple-family development shall use BMPs to control polluted runoff from structures, parking, and loading areas.

CE 10.7 Drainage and Stormwater Management Plans. [GP/CP] New development shall protect the absorption, purifying, and retentive functions of natural systems that exist on the site. Drainage Plans shall be designed to complement and use existing drainage patterns and systems, where feasible, conveying drainage from the site in a nonerosive manner. Disturbed or degraded natural drainage systems shall be restored where feasible, except where there are geologic or public safety concerns. Proposals for new development shall include the following:

- a. A Construction-Phase Erosion Control and Stormwater Management Plan that specifies the BMPs that will be implemented to minimize erosion and sedimentation; provide adequate sanitary and waste disposal facilities; and prevent contamination of runoff by construction practices, materials, and chemicals.
- b. A Post-Development-Phase Drainage and Stormwater Management Plan that specifies the BMPs—including site design methods, source controls, and treatment controls—that will be implemented to minimize polluted runoff after construction. This plan shall include monitoring and maintenance plans for the BMP measures.

CE 10.8 Maintenance of Stormwater Management Facilities. [GP/CP] *New development shall be required to provide ongoing maintenance of BMP measures where maintenance is necessary for their effective operation. The permittee and/or owner, including successors in interest, shall be responsible for all structural treatment controls and devices as follows:*

- a. All structural BMPs shall be inspected, cleaned, and repaired when necessary prior to September 30th of each year.*
- b. Additional inspections, repairs, and maintenance should be performed after storms as needed throughout the rainy season, with any major repairs completed prior to the beginning of the next rainy season.*
- c. Public streets and parking lots shall be swept as needed and financially feasible to remove debris and contaminated residue.*
- d. The homeowners association, or other private owner, shall be responsible for sweeping of private streets and parking lots.*

CE 10.9 Landscaping to Control Erosion. [GP/CP] *Any landscaping that is required to control erosion shall use native or drought-tolerant noninvasive plants to minimize the need for fertilizer, pesticides, herbicides, and excessive irrigation.*

Consistent: Policies CE 1.9, 10.1, 10.2, 10.3, 10.6, 10.7, 10.8 and 10.9 are intended to protect water quality of groundwater and all streams, lakes, and sloughs within the City as well as the City's ocean waters. The site was previously rough graded as part of Specific Plan Phase I development. Therefore, final grading is primarily limited to achieving positive drainage consistent with the site grading and drainage plan. The existing drainage system on-site was developed to accommodate buildout of the entire Camino Real Specific Plan area. This area is essentially bounded by Phelps Road on the south, Storke Road on the east, Hollister Avenue on the north, Santa Felicia Drive on the northwest and Pacific Oaks Road on the southwest. The drainage system also receives stormwater flows from the K-Mart shopping center, and additional properties north of Hollister Avenue. The existing drainage system is in compliance with the City's Stormwater Management Program requirements, including on-going maintenance requirements.

The drainage improvements were designed to convey stormwater runoff from the entire CR Specific Plan area, including the CR Marketplace parking fields, to the *CR Natural Area*, south of the CR Marketplace. The drainage plan addresses both flooding and water quality impacts by retaining peak flows and by filtering runoff water, improving the quality of runoff water before it reaches Devereux Slough and the Pacific Ocean. On-site bio-swales with non-invasive drought tolerant plantings are just one feature of the drainage plan that will reduce runoff rates and improve water quality. The project is not expected to generate a net increase in stormwater discharge rates into the public storm drain system (Fusco 10/20/08) given the detention capabilities of the large natural area.

Public comments received on the Draft CEQA Addendum included identification of increased flooding potential in the area, as a result of project development. The comments address existing flooding problems due to existing lack of maintenance of drainage infrastructure south of the project site and outside of the City of Goleta boundaries. Community Services will continue to coordinate with the other agencies

boundaries. Community Services will continue to coordinate with the other agencies responsible for maintaining the drainage devices identified in the public letters received. Separate from their on-going efforts to facilitate effective maintenance and operation of area drainage infrastructure, Community Services staff has determined that peak flows to the constrained drainage facilities below the project site will not be exacerbated by the negligible increase in peak stormwater flows generated by the project. Community Services staff concurs that the proposed drainage design, including incorporation of bio-swales on-site and connection to the existing functional Camino Real drainage infrastructure will minimize the peak runoff volumes from the site to a negligible increase over existing volumes.

The project is conditioned to require Community Services review and approval of grading and drainage plans and associated erosion control, water quality measures, and associated maintenance provisions prior to issuance of Land Use Permits to ensure acceptable long-term drainage conveyance, in compliance with the City's Stormwater Management Program and to ensure that the project will not result in degradation of off-site environmentally sensitive habitat areas or degradation of water quality in the groundwater basin or surface waters.

Safety Element

SE 4.3 Geotechnical and Geologic Studies Required. [GP/CP] *Where appropriate, the City shall require applications for planning entitlements for new or expanded development to address potential geologic and seismic hazards through the preparation of geotechnical and geologic reports for City review and acceptance.*

SE 4.4 Setback from Faults. [GP/CP] *New development shall not be located closer than 50 feet to any active or potentially active fault line to reduce potential damage from surface rupture. Nonstructural development may be allowed in such areas, depending on how such nonstructural development would withstand or respond to fault rupture or other seismic damage.*

Consistent (Policies SE 4.3, 4.4). The Camino Real project EIR identifies constrained soils on-site, including the potential for expansive soils. There are no known active or potentially active faults located within 50 feet of the proposed hotel. Rough grading was previously completed on-site at the same time as development of the first phase of Specific Plan development, including construction of the Camino Real Marketplace and the adjacent park facilities. Project conditions require submittal of a structural soils report, prepared by a certified engineering geologist, to ensure that site preparation, structural design criteria, and final footings and foundation design account for potential liquefaction and expansive soils on-site in accordance with the State Building Code. Therefore, the proposed project, as conditioned, would be consistent with these policies.

SE 7.2 Review of New Development. [GP/CP] *Applications for new or expanded development shall be reviewed by appropriate Santa Barbara County Fire Department personnel to ensure they are designed in a manner that reduces the risk of loss due to fire. Such review shall include consideration of the adequacy of "defensible space" around structures at risk; access for fire*

suppression equipment, water supplies, construction standards; and vegetation clearance. Secondary access may be required and shall be considered on a case-by-case basis. The City shall encourage built-in fire suppression systems such as sprinklers, particularly in high-risk or high-value areas.

Consistent. This policy is intended to ensure adequate fire protection infrastructure is incorporated into the design of new development. The project plans include two driveways and allow for access around the entire hotel building. The plans incorporate Fire Department requirements for access, emergency access, fire hydrants, and fire hydrant pressure. In addition, Fire Station #11 is located immediately north of the project site. The proposed project would be consistent with this policy.

SE 1.4 Deed Restriction in Hazardous Areas. [GP/CP] *As a condition of development on property subject to the hazards addressed in this Safety Element, the property owner shall be required to execute and record a deed restriction that acknowledges and assumes responsibility for the risks; waives any future claims of damage or liability against the City; and agrees to indemnify and hold harmless the City against any and all liability, claims, damages, and/or expenses arising from any injury to any person or damage to property due to such hazards.*

Consistent: Because of the site's location relative to the Santa Barbara Airport, project conditions require recordation of a deed restriction consistent with General Plan Policy SE 1.4 (in addition to an avigation easement) prior to land use permits to ensure consistency.

SE 9.1 Clear Zone and Airport Approach Zone Regulations. [GP] *The City will maintain and enforce through appropriate zoning measures the Clear Zone and Airport Approach Zone regulations pursuant to the plans and policies of the Santa Barbara County ALUC. The City may also require, as a condition of approval of development applications, dedication of avigation easements for areas within the Airport Clear Zones and Airport Approach Zones (see Figure 5-3).*

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.*

Consistent (Policies SE 9.1, 9.2, 9.3, and 9.4). These policies are intended to ensure that use and development of land within the Santa Barbara Municipal Airport (SBMA) Clear and Approach Zones is compatible with airport operations as well as those operations and/or people on the project site. The project is located within the Approach Zone, outside of the Clear Zone, and within the one-mile marker of Santa Barbara Municipal Airport Runway 25.

The original Camino Real Development Plan approval (95-DP-026) acknowledged the potential for an aircraft accident within the Specific Plan area, describing this potential safety impact as “unlikely” frequency (between once in 100 to 10,000 years), but “major” consequence (up to 10 severe injuries). Based on the adopted safety thresholds this impact was considered significant and unavoidable.

The Airport Land Use Commission (ALUC) reviewed the CR Specific Plan for consistency with the Airport Land Use Plan (ALUP) in 1997. At that time, the ALUC recommended that the 115-room hotel proposed as part of Phase II of the Specific Plan be reduced to a 50-room hotel due to density concerns. They were also concerned that a high-rise type hotel not be constructed on the project site. In March of 2002, the ALUC found the 800-foot runway extension to the west to be consistent with the ALUP. The ALUC staff report further acknowledged that the 800-foot runway extension would not result in specific plans and development plans previously found consistent with the ALUP to be found inconsistent with the ALUP.

With regard to the current project proposal for a 99-room hotel, the FAA issued a “Determination of No Hazard to Air Navigation” letter dated 5/15/08, which concluded that the structure would not exceed obstruction standards and would not be a hazard to air navigation.

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. 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 (on November 4, 2008).

Visual and Historic Resources Element

VH 1.1 Scenic Resources [GP/CP] *An essential aspect of Goleta's character is derived from the various scenic resources within and around the city. Views of these resources from public and private areas contribute to the overall attractiveness of the city and the quality of life enjoyed by its residents, visitors, and workforce. The City shall support the protection and preservation of the following scenic resources:*

- a. The open waters of the Pacific Ocean/Santa Barbara Channel, with the Channel Islands visible in the distance.*
- b. Goleta's Pacific shoreline, including beaches, dunes, lagoons, coastal bluffs, and open costal mesas.*
- c. Goleta and Devereux Sloughs.*
- d. Creeks and the vegetation associated with their riparian corridors.*
- e. Agricultural areas, including orchards, lands in vegetable or other crop production, and fallow agricultural lands.*
- f. Lake Los Carneros and the surrounding woodlands.*
- g. Prominent natural landforms, such as the foothills and the Santa Ynez Mountains.*

VH 1.4 Protection of Mountain and Foothill Views [GP/CP] *Views of mountains and foothills from public areas shall be preserved. View preservation associated with development that may affect views of mountains or foothills should be accomplished first through site selection and then by use of design alternatives that enhance, rather than obstruct or degrade, such views. To minimize structural intrusion into the skyline, the following development practices shall be used where appropriate:*

- a. Limitations on the height and size of structures.*
- b. Limitations on the height of exterior walls (including retaining walls) and fences.*
- c. Stepping of buildings so that the heights of building elements are lower near the street and increase with distance from the public viewing area. Increased setbacks along major roadways to preserve views and create an attractive visual corridor.*
- d. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.*
- e. Limitations on removal of native vegetation.*

- f. *Use of landscaping for screening purposes and/or minimizing view blockage as applicable.*
- g. *Revegetation of disturbed areas.*
- h. *Limitations on the use of reflective materials and colors for roofs, walls (including retaining walls), and fences.*
- i. *Selection of colors and materials that harmonize with the surrounding landscape.*
- j. *Clustering of building sites and structures.*

VH 2.3 Development Projects Along Scenic Corridors [GP] *Development adjacent to scenic corridors should not degrade or obstruct views of scenic areas. To ensure visual compatibility with the scenic qualities, the following practices shall be used, where appropriate:*

- a. *Incorporate natural features in design.*
- b. *Use landscaping for screening purposes and/or for minimizing view blockage as applicable.*
- c. *Minimize vegetation removal.*
- d. *Limit the height and size of structures.*
- e. *Cluster building sites and structures.*
- f. *Limit grading for development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land.*
- g. *Preserve historical structures or sites.*
- h. *Plant and preserve trees.*
- i. *Minimize use of signage.*
- j. *Provide site-specific visual assessments, including use of story poles.*
- k. *Provide a similar level of architectural detail on all elevations visible from scenic corridors.*
- l. *Place existing overhead utilities and all new utilities underground.*
- m. *Establish setbacks along major roadways to help preserve views and create an attractive scenic corridor. On flat sites, step the heights of buildings so that the height of building elements is lower close to the street and increases with distance from the street.*

Consistent (Policies VH 1.1 and 1.4). These policies are intended to protect the City's scenic resources, as defined in Policy VH 1.1 of the General Plan, public views of the mountains and foothills, public views of open space, and natural landforms. The site is surrounded by existing development on all but the west side of the property. Girsh Park is located immediately west of the project site. Views immediately beyond the project site

to the north are dominated by the existing Fire Station and the Camino Real Marketplace regional shopping center. The proposed hotel could interrupt intermittent background views of the Santa Ynez Mountains from portions of Phelps Road and to a lesser extent from Storke Road. However, from most locations along these roadways, portions of the mountains would remain visible above the proposed hotel structure. There is minimal vegetation on-site, with bare earth covering the majority of the site. Vegetation is limited to some ornamental landscaping along Storke Road and intermittent vegetation (e.g., coyote brush) in small areas of the project site. Project conditions limit the height of future project landscaping, which will facilitate long-term maintenance of mountain views. In response to comments from the DRB, the color palette incorporates earth toned colors similar to those used throughout the nearby Camino Real Marketplace. Lighting is proposed to comply with the goal of minimizing increased lighting of the night sky and the DRB will review and approve a detailed lighting plan for the project prior to land use permits for development. In its conceptual review of the project, the DRB supported the hotel height, as well as the overall project design and site plan. The current proposal does not include a proposed sign plan for the property. Therefore, with implementation of further DRB review and related conditions of approval requiring a detailed landscape plan, lighting plan and surveyed building height, the proposed project would be consistent with these policies.

VH 3.1 Community Design Character [GP] *The visual character of Goleta is derived from the natural landscape and the built environment. The City's agricultural heritage, open spaces, views of natural features, established low-density residential neighborhoods, and small-scale development with few visually prominent buildings contribute to this character. Residential, commercial, and industrial development should acknowledge and respect the desired aspects of Goleta's visual character and make a positive contribution to the city through exemplary design.*

VH 3.2 Neighborhood Identity [GP] *The unique qualities and character of each neighborhood shall be preserved and strengthened. Neighborhood context and scale shall be maintained. New development shall be compatible with existing architectural styles of adjacent development, except where poor quality design exists.*

VH 3.3 Site Design [GP] *The City's visual character shall be enhanced through appropriate site design. Site plans shall provide for buildings, structures, and uses that are subordinate to the natural topography, existing vegetation, and drainage courses; adequate landscaping; adequate vehicular circulation and parking; adequate pedestrian circulation; and provision and/or maintenance of solar access.*

VH 3.4 Building Design [GP] *The City's visual character shall be enhanced through development of structures that are appropriate in scale and orientation and that use high quality, durable materials. Structures shall incorporate architectural styles, landscaping, and amenities that are compatible with and complement surrounding development.*

VH 3.5 Pedestrian-Oriented Design [GP] *The city's visual character shall be enhanced through provision of aesthetically pleasing pedestrian connections within and between neighborhoods, recreational facilities, shopping, workplaces, and other modes of transportation, including bicycles and transit.*

VH 4.9 Landscape Design [GP] *Landscaping shall be considered and designed as an integral part of development, not relegated to remaining portions of a site following placement of buildings, parking, or vehicular access. Landscaping shall conform to the following standards:*

- a. Landscaping that conforms to the natural topography and protects existing specimen trees is encouraged.*
- b. Any specimen trees removed shall be replaced with a similar size tree or with a tree deemed appropriate by the City.*
- c. Landscaping shall emphasize the use of native and drought-tolerant vegetation and should include a range and density of plantings including trees, shrubs, groundcover, and vines of various heights and species.*
- d. The use of invasive plants shall be prohibited.*
- e. Landscaping shall be incorporated into the design to soften building masses, reinforce pedestrian scale, and provide screening along public streets and off-street parking areas.*

VH 4.10 Streetscape and Frontage Design. [GP] *A unified streetscape shall be created to improve the interface between pedestrians and vehicles. The following design elements shall be incorporated where feasible:*

- a. Abundant street trees and landscaped medians.*
- b. Landscaping that buffers pedestrians and bicyclists from traffic without creating site distance conflicts.*
- c. Coordination of landscaping within the public right-of-way and adjacent development to provide an integrated street frontage.*
- d. Provision of street furniture including benches, planter seating, trash containers, and pedestrian scale light fixtures.*
- e. Use of pavement treatments and decorative tree wells.*
- f. Accent planting, textured paving, and specimen trees used to establish identities at building entries.*
- g. Traffic control and utility hardware such as backflow devices, traffic control cabinets, cable television boxes, and air vacuum and release enclosures shall be screened from view and colored to blend in with the surroundings. Such hardware should be placed outside sidewalks and away from intersections to the extent feasible.*

VH 4.11 Parking Lots. [GP] *Parking lots shall be adequately designed and landscaped. The following standards shall apply (see related Policy TE 9):*

- a. Adequate parking requirements shall be established for all zone districts and conditionally permitted uses.*
- b. Adequate parking space dimensions and aisle widths shall be established.*
- c. Angled parking spaces are encouraged in order to maximize visibility for drivers and pedestrians. Retail parking lot design that includes 90-degree parking spaces is discouraged.*
- d. Pedestrian circulation shall be adequate, clearly delineated, and integrated with internal vehicle circulation to allow for safe and convenient pedestrian links from parking areas to building entrances. Planting strips should be used between traffic zones and sidewalks wherever possible.*
- e. Retail parking lots shall provide for adequate shopping cart storage that is adequately screened.*
- f. Parking lot landscaping shall provide for adequate visual relief, screening, and shade. Adequate tree density shall be established and shall include approximately one tree for every four parking spaces. Deciduous trees in parking lots are discouraged due to the visual effects of loss of canopy.*
- g. Parking lot lighting shall be considered relative to the selection and location of parking lot trees and their height at maturity.*
- h. Shared parking arrangements are encouraged where neighboring uses have different peak use periods.*
- i. Permeable parking surfaces and grass-incorporated paving systems are encouraged to reduce stormwater runoff. Water quality protection measures such as storm drain filters should be used to minimize pollutants that would result in impacts to downstream water bodies or habitat.*

Consistent: (Policies VH 3.1, 3.2, 3.3, 3.4, 3.5, 4.9, 4.10, 4.11) These policies are intended to ensure that development within the City is as aesthetically pleasing as possible given the nature of the use and to ensure that development does not detract from the visual quality of the City. The proposed CR Hotel is an infill parcel. Existing one and two-story residential structures are located to the south, southeast, and southwest of the site. To the west are active and passive recreational uses. To the north is Fire Station #11, with Camino Real Marketplace regional shopping center and associated large commercial retail structures beyond the fire station. To the east are a variety of commercial and service industrial buildings, with the K-Mart shopping center to the northeast.

The DRB first reviewed the project on April 8, 2008. At that time, the DRB expressed concern with the height of the northeast tower, the proposed color palette, and specific comments on the landscape plan, lighting, and architectural details along the south elevation. The applicant subsequently revised the project plans in response to comments received at the first DRB meeting.

General Plan Figure 6-1 identifies views looking north from Phelps Road as *Scenic Views to be Protected*. The project site is highly visible due to its location at the northwest corner of the Storke Road/Phelps Road intersection, although views of the site itself are not considered scenic or otherwise visually significant. 96-EIR-3 discussed the more distant, background views, beyond the site, of the Santa Ynez Mountains. However, as a result of development of the CR Marketplace and its associated landscaping, scenic views of the mountains to the north have already been substantially altered and the predominant views through the site are of urban development. Therefore, interruption of scenic views of the mountains to the north, from public viewing areas (primarily Storke and Phelps Road), would be intermittent and would not be substantially affected by the project, consistent with policy VH 2.3.

The exterior hotel plan and landscaping are designed to complement the colors and plantings used throughout the CR Marketplace and streetscape, although the hotel's Mediterranean architecture is proposed to have a more residential scale (albeit larger) as well as architectural details compared to the buildings in the CR Marketplace. The hotel's color palette was also revised to be more compatible with the colors of structures at the CR Marketplace, as opposed to the original white color scheme, often associated with the City of Santa Barbara, in response to DRB comments.

Bike lanes and sidewalks were installed along the project frontages as part of the Specific Plan improvements constructed in 1997.

As stated above, the applicant revised their initial plans in response to comments received from their first DRB meeting. In addition to modifying the northeast tower and the color palette, the plans were also revised to incorporate minor modifications to the porte cochere area, details in the southern elevation, as well as modifications to the landscape plan. At the May 28, 2008 meeting, the DRB was supportive of the overall project design. The DRB will review the project at future dates to consider Preliminary and Final review of more refined project plans. Final DRB review is required prior to land use permits for the hotel development.

The project is consistent with the applicable visual resources standards and a good cause finding can be made with regard to exceeding the recommended height and FAR for the C-C land use designation in the General Plan. The property is surrounded by a wide variety of land uses and structures and the hotel would provide a transitional development between commercial and service industrial uses and structures to the north and east and residential and recreational uses and structures to the south and west. The proposed hotel would be compatible with the diverse building heights, FARs, and architecture styles of area development.

The project includes pedestrian amenities with walkways and landscaping along the project frontage which continue through the use of decorative pavers and plantings into the project site. The project plans also include use of bioswales to reduce stormwater runoff.

The parking lot design complies with circulation requirements for emergency vehicles and sufficient parking has been provided as indicated in the Zoning Ordinance consistency discussion attachment to the Planning Commission staff report. Because peak parking demand for the hotel may overlap with peak parking demand periods for

the adjacent park, required parking has been provided on-site to avoid spill-over of hotel related vehicles to the residential neighborhood's on-street parking spaces or spill-over into the adjacent parking lot for Girsh Park. Compact spaces comprise less than 20% of the total parking spaces. The parking lot design incorporates landscaping which serves to break up the massing of the structure as well as breaking up the expanse of parking, providing some shade, as well as bio-filtration of runoff water on-site consistent with General Plan policies. Landscape trees are provided every four parking spaces.

No signs are proposed as part of the current request, although project conditions require approval of an Overall Sign Plan prior to land use permits for development of the hotel. The project as conditioned would be consistent with the above visual resources policies.

VH 4.12 Lighting. [GP] *Outdoor lighting fixtures shall be designed, located, aimed downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and sky glow. The following standards shall apply:*

- a. *Outdoor lighting shall be the minimum number of fixtures and intensity needed for the intended purpose. Fixtures shall be fully shielded and have full cut off lights to minimize visibility from public viewing areas and prevent light pollution into residential areas or other sensitive uses such as wildlife habitats or migration routes.*
- b. *Direct upward light emission shall be avoided to protect views of the night sky.*
- c. *Light fixtures used in new development shall be appropriate to the architectural style and scale and compatible with the surrounding area.*

Consistent. The proposed project would continue to be reviewed by DRB for provision of appropriate lighting standards, fixtures, and styles to minimize night sky lighting and maintain consistency with the surrounding area. Therefore, with conditions of approval, the proposed project would be consistent with this policy.

VH 4.14 Utilities [GP] *New development projects shall be required to place new utility lines underground. Existing overhead utility lines should be placed underground when feasible. Undergrounding of utility hardware is encouraged. Any aboveground utility hardware, such as water meters, electrical transformers, or backflow devices, shall not inhibit line of sight or encroach into public walkways and, where feasible, should be screened from public view by methods including, but not limited to, appropriate paint color, landscaping, and/or walls.*

Consistent. Utilities were previously under-grounded as part of the first phase of Camino Real. Therefore, the project is consistent with this policy.

CE 12.2 Control of Air Emissions from New Development. [GP] The following shall apply to reduction of air emissions from new development:

- a. Any development proposal that has the potential to increase emissions of air pollutants shall be referred to the Santa Barbara County Air Pollution Control District for comments and recommended conditions prior to final action by the City.
- b. All new commercial and industrial sources shall be required to use the best-available air pollution control technology. Emissions control equipment shall be properly maintained to ensure efficient and effective operation.
- c. Wood-burning fireplace installations in new residential development shall be limited to low-emitting state- and U.S. Environmental Protection Agency (EPA)-certified fireplace inserts and woodstoves, pellet stoves, or natural gas fireplaces. In locations near monarch butterfly ESHAs, fireplaces shall be limited to natural gas.
- d. Adequate buffers between new sources and sensitive receptors shall be required.
- e. Any permit required by the Santa Barbara County Air Pollution Control District shall be obtained prior to issuance of final development clearance by the City.

CE 12.3 Control of Emissions during Grading and Construction. [GP] Construction site emissions shall be controlled by using the following measures:

- a. Watering active construction areas to reduce windborne emissions.
- b. Covering trucks hauling soil, sand, and other loose materials.
- c. Paving or applying nontoxic solid stabilizers on unpaved access roads and temporary parking areas.
- d. Hydroseeding inactive construction areas.
- e. Enclosing or covering open material stockpiles.
- f. Revegetating graded areas immediately upon completion of work.

Consistent (Policies CE 12.2 and 12.3). Consistent with these policies, the project is conditioned to comply with APCD requirements identified in their condition letter, including measures to minimize dust generation and construction equipment emissions. The applicant proposes to incorporate numerous "green" components and operational features into the hotel construction, which will serve to minimize overall emissions generated by the hotel from vehicle trips and emissions associated with heating and cooling of the structure.

Transportation Element

TE 1.1 Alternative Modes. [GP/CP] The City's intent shall be to achieve a realistic and cost-effective balance between travel modes, including bikeways, pedestrian circulation, and bus transit. The City shall encourage the use of alternative modes of transportation, such as bus transit, bicycling, and walking, which have the additional beneficial effect of reducing consumption of non-renewable energy sources.

TE 1.6 Development Review. [GP/CP] As a condition of approval of new non-residential projects, the City may require developers to provide improvements that will reduce the use of single-occupancy vehicles. These improvements may include, but are not limited to, the following:

- a. Preferential parking spaces for carpools.
- b. Bicycle storage, parking spaces, and shower facilities for employees.
- c. Bus turnouts and shelters at bus stops.

TE 2.1 Reduction/Shifting of Peak-Hour Vehicle Trips. [GP] The City supports efforts to limit traffic congestion through reducing low-occupancy auto trips and shifting peak-hour vehicle trips to off-peak hours. Possible means for accomplishing this include the following:

- a. Increased telecommuting.
- b. Establishment of flexible work schedules.
- c. Provision of incentives for carpooling.
- d. Provision of vanpools.
- e. Car sharing/ride sharing.
- f. Guaranteed ride home programs.
- g. Safe routes to school programs.
- h. Provision of pedestrian amenities.
- i. Provision of bicycle facilities and amenities.
- j. Bus pass programs for employees.
- k. Public information and promotion of ridesharing.

TE 7.12 Transit Amenities in New Development. [GP/CP] The City shall require new or substantially renovated development to incorporate appropriate measures to facilitate transit use, such as integrating bus stop design with the design of the development. Bus turnouts, comfortable and attractive all-weather shelters, lighting, benches, secure bicycle parking, and other appropriate amenities shall be incorporated into development, when appropriate, along Hollister Avenue and along other bus routes within the city. Existing facilities that

are inadequate or deteriorated shall be improved or upgraded where appropriate and feasible.

TE 10.4 Pedestrian Facilities in New Development. [GP] Proposals for new development or substantial alterations of existing development shall be required to include pedestrian linkages and standard frontage improvements. These improvements may include construction of sidewalks and other pedestrian paths, provision of benches, public art, informational signage, appropriate landscaping, and lighting. In planning new subdivisions or large-scale development, pedestrian connections should be provided through subdivisions and cul-de-sacs to interconnect with adjacent areas. Dedications of public access easements shall be required where appropriate.

Consistent (Policies TE 1.1, 1.6, 2.1, 7.12, 10.4). These policies encourage reduction in vehicle trips. Bikelanes, sidewalks, walkways, bicycle parking, and some bus stop improvements were installed as part of development of the CR Marketplace. Additional bus stop improvements are required to the bus stop on Phelps Road in the project conditions of approval. A program for provision of bus passes to hotel employees is also included as a condition of project approval. Policy 10.4 requires provision of pedestrian facilities in new developments, such as the meandering sidewalks around the project site and the proposed gate along the western property line, which facilitate pedestrian access to commercial and recreational opportunities in the immediate area as well as easy access to public transportation.

TE 3.3 Major Arterials. [GP/CP] Roads designated as major arterials are shown in Figure 7-2. The following criteria and standards shall apply to roads designated as major arterials:

- a. Definition/Function. Major arterials are continuous routes that carry through traffic between various neighborhoods and communities, frequently providing access to major traffic generators such as shopping areas, employment centers, recreational areas, higher-density residential areas, and places of assembly. Driveway access, especially for residential uses, to a major arterial is generally discouraged or kept to a minimum in order to facilitate traffic flows.
- b. Access to Abutting Properties. Although established patterns of development in Goleta have created driveways along most arterial segments, access to abutting properties shall be managed to maximize safety and functionality for through traffic, including but not limited to the following characteristics:
 - 1) Driveways shall have sufficient width to minimize conflicts between through traffic and turning movements.
 - 2) Driveways shall adhere to safe sight-distance requirements to the extent feasible.
 - 3) New development abutting major and minor arterials shall accommodate safe ingress and egress without necessitating backing movements into the arterial.

- 4) *Where feasible, sharing driveways with adjoining properties is encouraged, with provision of reciprocal access easements.*

Where street standards cannot be fully met and access from the arterial must be approved due to the absence of any other feasible and practicable alternative, development intensity may be reduced on the site to lessen or avoid potential traffic safety hazards and vehicular conflicts.

c. *Design Standards.* *The following standards shall apply:*

- 1) *A principal or major arterial may be a divided or an undivided multi-lane road, with or without center median.*
- 2) *The maximum number of through-travel lanes shall be two lanes in each direction except for street segments between US-101 and Hollister Avenue, where the maximum number of lanes shall be three lanes in each direction.*
- 3) *Lane widths and intersection geometrics shall be adequate to accommodate transit vehicles and large trucks.*
- 4) *Intersections of arterials with cross-routes are provided at grade, although partial control of access may occur at some locations. Intersection controls shall give priority to traffic flow on the arterial rather than the cross-route.*
- 5) *Major arterials shall include facilities to accommodate pedestrians and bicycles.*
- 6) *At a minimum, major arterials shall include curbs, gutters, and sidewalks. Major arterials may include landscaped medians and/or landscaped strips between curb and sidewalk.*
- 7) *Parking may be provided in appropriate segments on either or both sides of the street.*

Consistent. Access to the site would provided by two new driveways, one off of Storke Road and one off of Phelps Road. The project would also provide improvements to the existing bus stop across the street from the hotel on Phelps Road. Community Services Department will require review and approval of final frontage improvement plans, including new driveways, prior to land use permits. The proposed project, as conditioned, would be consistent with the standards for Major Arterial roads.

TE 4.1 General Level of Service Standard. [GP] *A traffic LOS standard C shall apply citywide to major arterials, minor arterials, and collector roadways and signalized and unsignalized intersections, except as provided in TE 4.2. The standard shall apply to daily traffic volumes and both AM and PM peak hours for intersections, and to average daily traffic volumes (ADT) for roadway segments. Table 7-3 provides descriptions of the LOS categories.*

TE 4.2 Modified Level of Service Standard for Specific Intersections at Planned Capacity. [GP] Any intersection or arterial link that is developed to the maximum permitted number of lanes (see Policy TE 3 and TE 6.5) shall be considered to be at “planned capacity,” and the forecasted volume to capacity ratio with all planned transportation improvements, as shown in Table 7-1, shall be the applicable LOS standard. As of 2005, the Storke-Hollister intersection was the only intersection in the city at “planned capacity,” and the applicable volume to capacity standard is 0.89.

TE 13.3 Maintenance of LOS Standards. [GP] New development shall only be allowed when and where such development can be adequately (as defined by the LOS standards in Policy TE 4) served by existing and/or planned transportation facilities. Transportation facilities are considered adequate if, at the time of development:

- a. Existing transportation facilities serving the development, including those to be constructed by the developer as part of the project, will result in meeting the adopted LOS standards set in Policy TE 4; or
- b. A binding financial commitment and agreement is in place to complete the necessary transportation system improvements (except for the planned new grade-separated freeway crossings), or to implement other strategies which will mitigate the project-specific impacts to an acceptable level, within 6 or fewer years; and
- c. Any additional offsite traffic mitigation measures are incorporated into the impact fee system for addressing cumulative transportation impacts of future development.

Consistent (Policies TE 4.1, 4.2, 7.12, 10.4, 13.3). The applicant submitted a traffic study prepared by ATE (January 2008). ATE’s analysis concludes that project related traffic would not trigger any environmental thresholds for area intersections or roadways. Further the project would be consistent with Circulation Element standards for roadways and intersections. The project would minimize increased traffic by providing bicycle storage and shower facilities for employees, providing shuttle service and bicycles for guests (for recreational and commuting purposes), facilitating use of public transit by improving the bus stop on Phelps Road, and due to the site’s location, the site is within easy walking or biking distance of shopping, restaurants, entertainment, recreational amenities, passive open space, and the coast. Pedestrian amenities include meandering sidewalks along the property’s public street frontages and a pedestrian gate at the northwest corner of the property, which further facilitate pedestrian access to commercial and recreational opportunities in the area. Goleta Transportation Improvement fees will be assessed by Community Services to address the project’s contribution to planned roadway improvements.

TE 9.1 Off-Street Parking. [GP/CP] The primary source of parking supply for new development of all types of uses within the city shall be off-street parking spaces that are provided on site within the development.

TE 9.2 Adequacy of Parking Supply in Proposed Development. [GP/CP]

The City shall require all proposed new development and changes/intensifications in use of existing nonresidential structures to provide a sufficient number of off-street parking spaces to accommodate the parking demand generated by the proposed use(s), and to avoid spillover of parking onto neighboring properties and streets.

TE 9.5 Parking Lot Design. [GP] Design standards applicable to retail, commercial, business parks, and parking lots are set forth in the Visual and Historic Resources Element Subpolicies VH 4.5, 4.7, and 4.11. In addition, the following standards and criteria shall apply to parking lots of three or more spaces:

- a. Parking lot design shall provide that all individual spaces are clearly delineated and have easy ingress and egress by vehicles.
- b. Proposals that include compact parking spaces shall be subject to discretionary approval by the City, and the number of compact parking spaces shall not exceed 20 percent of the total; parking spaces for oversized vehicles shall be included when appropriate.
- c. Access driveways and aisles shall have adequate geometrics, and the layout shall be clear, functional, and well organized.
- d. Pedestrian walkways between the parking area and the street, main entrance, and transit stops should be protected by landscaped or other buffers to the extent feasible.
- e. The visual impact of large expanses of parking lots shall be reduced by appropriate response to the design standards set forth in the Visual and Historic Resources Element's Policy VH 4.

TE 9.7 Shared (Joint Use) Parking. [GP/CP] The City's new Zoning Code shall include provisions to allow consideration and approval of proposals for shared parking for multiple uses on a single site and/or adjacent sites where some proposed uses have peak demand in the daytime while the peak demand for other uses is in the nighttime hours. The intent shall be to promote efficient use of parking areas and to reduce the amount of paved or impervious surfaces.

Consistent (Policies TE 9.1, 9.2, 9.5 and 9.7). These policies regulate parking. The project provides slightly more parking spaces than are required by the Zoning Ordinance. The provision of excessive parking is not encouraged by City policies. However, the proposed minor increase over minimum ordinance standards (112 spaces versus 103 required by ordinance) could be beneficial with regard to ensuring neighborhood compatibility, given the potential for the hotel's peak parking periods to coincide with peak parking periods for the adjacent park and sports fields and/or peak parking periods for the residential neighborhood. Given the site's location, abutting a residential neighborhood and highly used park, it is especially important that there is sufficient parking capacity on the hotel site to avoid spill-over of hotel related vehicles into the adjacent park's parking lot or onto residential streets. Project conditions require all exterior lighting, including parking areas, to utilize dark-sky fixtures and to include

dimming features. Overall parking lot layout, pedestrian walkways, landscaping and lighting are consistent with the parking area design standards. All hotel parking spaces would be located within 500 feet of a project entrance.

Public Facilities Element

PF 3.9 Safety Considerations in New Development. [GP] All proposals for new or substantially remodeled development shall be reviewed for potential demand for and impacts on safety and demand for police services. The design of streets and buildings should reinforce secure, safe, and crime-free environments. Safety and crime reduction or prevention, as well as ease of policing, shall be a consideration in the siting and design of all new development within the city.

PF 9.1 Integration of Land Use and Public Facilities Planning [GP/CP] The Land Use Plan and actions on individual development applications shall be consistent with the existing or planned capacities of necessary supporting public facilities and the fiscal capacity of the City to finance new facilities.

- a. The City shall integrate its land use and public works planning activities with an ongoing program of long-range financial planning to ensure that the City's Land Use Plan is supported by quality public facilities.
- b. Individual land use decisions, including but not limited to General Plan amendments, shall be based on a finding that any proposed development can be supported by adequate public facilities.

PF 9.2 Phasing of New Development [GP/CP] Development shall be allowed only when and where it is demonstrated that all public facilities are adequate and only when and where such development can be adequately served by essential public services without reducing levels of service elsewhere.

PF 9.3 Responsibilities of Developers [GP/CP] Construction permits shall not be granted until the developer provides for the installation and/or financing of needed public facilities. If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, the burden shall be on the developer to arrange appropriate financing or provide such facilities in order to develop. Developers shall provide or pay for the costs of generating technical information as to impacts the proposed development will have on public facilities and services. The City shall require new development to finance the facilities needed to support the development wherever a direct connection or nexus of benefit or impact can be demonstrated.

PF 9.7 Essential Services for New Development [GP/CP] Development shall be allowed only when and where all essential utility services are adequate in accord with the service standards of their providers and only when and where such development can be adequately served by essential utilities without reducing levels of service below the level of service guidelines elsewhere:

- a. *Domestic water service, sanitary sewer service, stormwater management facilities, streets, fire services, schools, and parks shall be considered essential for supporting new development.*
- b. *A development shall not be approved if it causes the level of service of an essential utility service to decline below the standards referenced above unless improvements to mitigate the impacts are made concurrent with the development for the purposes of this policy. "Concurrent with the development" shall mean that improvements are in place at the time of the development or that a financial commitment is in place to complete the improvements.*
- c. *If adequate essential utility services are currently unavailable and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop.*

Consistent (Policies PF 3.9, 9.1 – 9.3, 9.7). These policies are intended to ensure that new development is coordinated with the availability and/or provision of adequate public facilities and infrastructure to adequately serve it. Project conditions require either concurrence from the Goleta Water District that existing 80 acre feet per year water allotment is sufficient to supply all Specific Plan area potable water demand or a can and will serve letter will be required to confirm that additional water can and will be provided for the project prior to land use permits for development to ensure adequate water supplies will be available to serve the project consistent with these policies. A can and will serve letter is also required from the Goleta West Sanitary District prior to land use permits to ensure adequate sewage treatment capacity will remain available to accommodate wastewater volumes for the hotel. Services are already available from other local utility service providers. The project circulation design allows for emergency vehicle access to the site and the site is located in proximity to both Fire Department and police services. Fire Station #11 is located adjacent to and north of the site and a police sub-station is located nearby at the Camino Real Marketplace. As conditioned, the proposed project would be consistent with these policies.

Noise Element

NE 1.1 Land Use Compatibility Standards [GP] *The City shall use the standards and criteria of Table 9-2 to establish compatibility of land use and noise exposure. The City shall require appropriate mitigation, if feasible, or prohibit development that would subject proposed or existing land uses to noise levels that exceed acceptable levels as indicated in this table. Proposals for new development that would cause standards to be exceeded shall only be approved if the project would provide a substantial benefit to the City (including but not limited to provision of affordable housing units or as part of a redevelopment project), and if adequate mitigation measures are employed to reduce interior noise levels to acceptable levels.*

NE 3.3 Consultation with ALUC Staff and City of Santa Barbara Staff. [GP] The City of Goleta shall continue to monitor and comment on airport-related projects and development proposed for the area surrounding the airport that is under the jurisdiction of the City of Santa Barbara. The City of Goleta shall consult with staff of the Airport Land Use Commission (ALUC) and the Santa Barbara Airport Department for development projects within the clear or approach zones as defined in the Santa Barbara County Airport Land Use Plan (ALUP), as well as any development proposed within the 60 dBA CNEL noise exposure contour as depicted on the Noise contour map in the most recent ALUC-adopted Santa Barbara County Airport Land Use Plan.

NE 3.4 Noise Mitigation and Avigation Easements. [GP] In compliance with state law, the City shall discourage new residential development or new sensitive uses in areas subject to high levels (65+ dB CNEL) of airport noise. The City shall require appropriate acoustic insulation measures to be components of any such development. Acoustic insulation should ensure that the interior noise level for any habitable room does not exceed 45 dBA CNEL. For all new development proposed in the clear and approach zones as defined in the Santa Barbara County ALUP, an aviation easement for noise and safety purposes shall be required.

NE 6.4 Restrictions on Construction Hours [GP] The City shall require, as a condition of approval for any land use permit or other planning permit, restrictions on construction hours. Noise-generating construction activities for projects near or adjacent to residential buildings and neighborhoods or other sensitive receptors shall be limited to Monday through Friday, 8:00 a.m. to 5:00 p.m. Construction in non-residential areas away from sensitive receivers shall be limited to Monday through Friday, 7:00 a.m. to 4:00 p.m. Construction shall generally not be allowed on weekends and State holidays. 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 and Environmental Services. All construction sites subject to such restrictions shall post the allowed hours of operation near the entrance to the site, so that workers on site are aware of this limitation. City staff shall closely monitor compliance with restrictions on construction hours, and shall promptly investigate and respond to all noncompliance complaints.

NE 6.5 Other Measures to Reduce Construction Noise [GP] The following measures shall be incorporated into grading and building plan specifications to reduce the impact of construction noise:

- a. All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system.

- b. Contractors shall implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction equipment, shutting off idling equipment, and installing acoustic barriers around significant sources of stationary construction noise.
- c. To the extent practicable, adequate buffers shall be maintained between noise-generating machinery or equipment and any sensitive receivers. The buffer should ensure that noise at the receiver site does not exceed 65 dBA CNEL. For equipment that produces a noise level of 95 dBA at 50 feet, a buffer of 1600 feet is required for attenuation of sound levels to 65 dBA.

Table 9-2 Excerpt Acceptability of Hotel Land Use and Noise Level Exposure	
<i>Noise Exposure Level</i>	<i>Acceptability</i>
50-65 dBA CNEL	<i>Normally Acceptable: specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements</i>
65-70 dBA CNEL	<i>Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.</i>

Consistent (Policies NE 1.1, 3.3, 3.4, 6.4, 6.5 and Table 9-2) These policies are intended to ensure that new development is not exposed to unacceptable noise levels for the type and nature of the use involved. Based on the Santa Barbara Airport's 2008 Noise Exposure Map, the hotel site is located within the 60-64 dBA CNEL corridor, although a nearby property is identified in the Goleta General Plan EIR with a noise level reading of 65.5 dBA CNEL. Project conditions limit construction hours and require installation of a temporary sound wall to reduce noise levels for sensitive receptors nearby, including a daycare center. Project conditions also require submittal of an acoustical analysis to ensure that indoor areas will not exceed 45 dBA CNEL as well as incorporation of the requirements identified in policy NE 6.5. Therefore, as conditioned, the proposed project would be consistent with these policies.

Housing Element

HE 3.2 Mitigation of Employee Housing Impacts from Nonresidential Uses.
[GP] Housing needs of local workers are an important factor for the City when reviewing nonresidential development proposals. The City shall require proposed new nonresidential development and proposed expansion or intensification of existing nonresidential development to contribute to the provision of affordable employee housing. The proposed amount of floor area and type of nonresidential use shall be factors in establishing the requirement for individual projects. Alternatives to satisfy this requirement may, at the discretion of the City, include payment of “in-lieu” housing impact fees, provision of housing on-site, housing assistance as part of employee benefit packages, or other alternatives of similar value.

Consistency Determination to be made by City Council. At this time, the City has not yet developed a program for assessment of affordable housing impact fees on new non-residential development. Therefore, applicability of this policy and any determination of consistency would be a policy decision of the City Council at the time of the hearing before the Council.

Camino Real Specific Plan Development Standards:

The project site is identified as the visitor-serving component of Camino Real Specific Plan. The purpose of this component is to provide short-term overnight accommodations for travelers. Subject to approval of the Specific Plan Amendment to Camino Real Specific Plan development standard CRSP LU-23 to increase the maximum number of hotel rooms from 50 to 99 rooms, the project, as conditioned, is consistent with the CRSP development standard requirements, including those that address project architecture, landscaping, lighting, trash enclosures, loading areas, access design onto Storke and Phelps Roads, and streetscape treatments. The project incorporates common design features, such as Mediterranean architecture, colors and landscaping that are similar to the adjacent CR Marketplace to the north, while incorporating more residential architectural features into the hotel's design (e.g., greater architectural detail, varied rooflines, balconies, etc.). This allows the site to successfully function as a transitional structural development and land use between the regional shopping center, including “big box” stores, to the north, additional commercial and service industrial structures to the east, recreational facilities to the west, and multi-family residential structures to the south and southeast. In addition to rough grading of the entire Specific Plan area, a number of components, required by CRSP Development Standards, were installed when the CR Marketplace was constructed in the late 1990's. These components include public roadway and right-of-way improvements, perimeter landscaping, meandering sidewalks, bikepaths, under-grounding of utilities, and passive and structural drainage features. The proposed project is consistent with the Specific Plan, subject to approval of the amendment to LU-23, which would increase the maximum number of hotel rooms to 99 rooms.

ATTACHMENT 4

ZONING ORDINANCE CONSISTENCY ANALYSIS

**CAMINO REAL HOTEL PROJECT
ZONING ORDINANCE CONSISTENCY ANALYSIS
07-208-SPA, -DP**

	Required	Proposed	Consistent Y/N
Primary Front (Southern) Yard Setback	30 feet the centerline of Phelps Road 10 feet from right-of-way	Structure: 101.5 feet from Centerline 48.5 feet from right-of-way A modification is proposed to allow 28 parking spaces to be located nine feet into the front yard setback	Yes Yes subject to approval of modification
Secondary Front (Eastern) Yard Setback	30 feet from centerline of Storke Road 10 feet from right-of-way line of any public street 42 feet from centerline of any street with 4 or more lanes	Structure: 115 feet from Centerline 62.5 feet from right-of-way All parking located outside of setbacks	Yes
Side (Western) Yard Setback	None, except when side yards are provided, they shall be a minimum of 3 feet	3 feet	Yes
Rear (Northern) Yard Setback	10% of the depth of said lot, but in no case shall the rear yard setback be required to exceed 10 feet	50.6 feet Parking proposed within setback; Parking is permitted within rear yard setbacks	Yes
Building Height	35 feet in C-2 45 feet in the Airport Approach Zone 50 feet for "church spires" and similar architectural features in all zone districts	The proposed mean height of the structure is 32 feet The proposed second-story peak roof heights range from 25 to 35 feet The proposed tower peaks are 38 and 48 feet.	Yes

	Required	Proposed	Consistent Y/N
Parking spaces	<p>1 space per guest room</p> <p>1 space per 5 employees</p> <p>A total of 103 parking spaces are required</p> <ul style="list-style-type: none"> • A total of 99 spaces for guest rooms • A total of 4 spaces for a maximum of 18 employees onsite at one time 	112 parking spaces, of which 5 parking spaces would be ADA compliant	Yes
Loading Zone	<p>1 loading space 10 x 30 feet wide with 14-foot overhead clearance</p> <p>Lading Space shall not be located in front or side yard</p> <p>Such space shall be designed so that it will not interfere with vehicular circulation, parking, or pedestrian circulation</p>	<p>1 loading space 10 feet by 30 feet wide with 14-foot overhead clearance</p> <p>Loading space located outside of front and side yard</p> <p>Loading space located outside vehicular and pedestrian circulation patterns and does not conflict with parking</p>	Yes
Internal Drive Aisle	<p>43.5 feet from curb to curb</p> <p>24-foot minimum aisle width per Fire Department</p>	<p>43.5 feet from curb to curb</p> <p>24-foot aisle width</p>	Yes

	Required	Proposed	Consistent Y/N
Landscaping	<p>Screening: 5-foot wide strip, planted to screen the parking area or 4-foot high minimum solid fence or wall. Planting, fences or walls abutting streets shall not exceed 30 inches in height for a distance of 25 feet on either side of entrances or exits to the property.</p> <p>Trees, shrubbery, and ground cover to be provided at suitable intervals to break up the continuity of the parking area. Planting islands shall be protected from automobile traffic by either asphalt or concrete curbs.</p>	<p>3-foot wide landscaped strip</p> <p>6-foot high solid wall with pilasters on north property line.</p> <p>6-foot high wall (3-foot solid, 3-foot wrought iron) with pilasters on west property line.</p> <p>Trees to be planted every 4 parking spaces.</p>	Yes
Landscaping	All ends of parking lanes shall have landscaped islands.	All parking lanes but one in the northwest corner have landscaped islands	Yes
Storage (trash)	Areas for trash or outdoor storage shall be enclosed and screened in to conceal all trash or stored material from public view	Trash and recycling screened enclosure proposed	Yes

The proposed project is consistent with the above requirements of Article III, Chapter 35, Inland Zoning Ordinance subject to approval of a modification to allow parking to encroach within the front yard setback along Phelps Road.