

**ATTACHMENT 5**

**Proposed Final Mitigated Negative Declaration**



## CITY OF GOLETA FINAL MITIGATED NEGATIVE DECLARATION

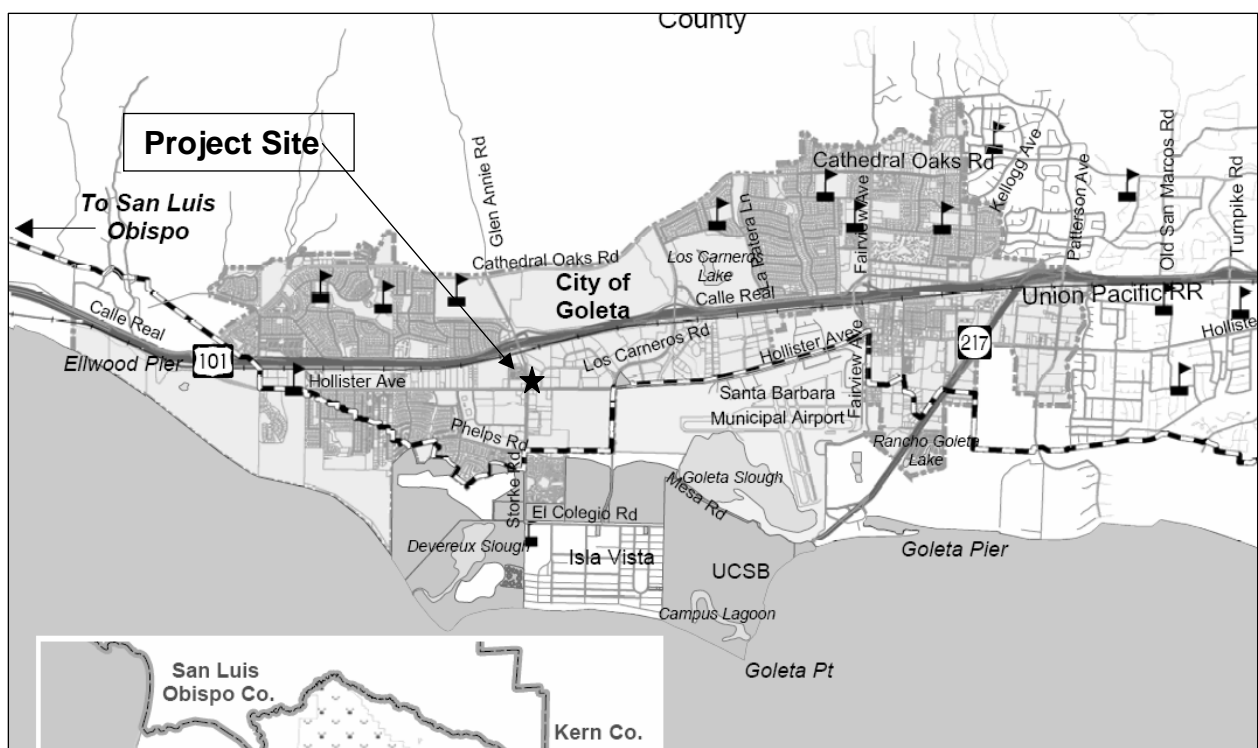
- 1. PROJECT TITLE:** Rincon Palms Hotel & Restaurant; Case Nos. 07-020-RZ; -DP; -DRB; 08-MND-001
- 2. LEAD AGENCY NAME & ADDRESS:** City of Goleta, 130 Cremona Drive, Suite B, Goleta, CA 93117
- 3. CONTACT PERSON & PHONE NUMBER:** Laura Bridley, AICP, Contract Planner, (805) 966-7260.

#### 4. APPLICANT:

Kip Bradley, Cortona Opportunities, LP, 5276 Hollister Ave., #212, Santa Barbara, CA 93111

Laurel Perez, Suzanne Elledge PP&S, 800 Santa Barbara St., Santa Barbara, CA 93101 (Agent)

- 5. PROJECT LOCATION:** NE corner of Storke & Hollister Roads (6868 and 6878 Hollister Avenue); APN: 073-140-004



**6. PROJECT DESCRIPTION:** This application includes a 112-room hotel with a free-standing restaurant of approximately 6,000 square feet proposed on a vacant parcel located at the northeast corner of Storke Road and Hollister Avenue. The project site occupies an area of 3.05 acres adjacent to an existing business center at 6868 Cortona Drive to the north. Although located on its own parcel, conjunctive parking and shared access is proposed with the neighboring property for the purpose of accommodating peak demand on weekends and holidays. The property has an Office and Institutional land use designation, with Hotel Overlay, and is presently zoned M-RP (Industrial Research Park). Specific elements of the proposed project include the following:

**Ordinance Amendment (Case Nos. 07-020-OA and 07-020-RZ):** The proposal includes a request to amend the Zoning Ordinance by creating a Hotel Overlay District consistent with the site-specific land use designation set forth in the recently adopted General Plan. Except as expressly noted, the proposed District regulations default to the underlying base zoning in regard to setbacks, height limits and other development standards. The Hotel Overlay District would only apply to those locations with a corresponding designation in the General Plan. All new development within the Hotel Overlay District would be subject to design review and require approval of a Development Plan. The applicant concurrently seeks a rezone of the property to also institute a base zoning of Professional Institutional, consistent with the Office and Institutional land use designation set forth in the recently adopted General Plan.

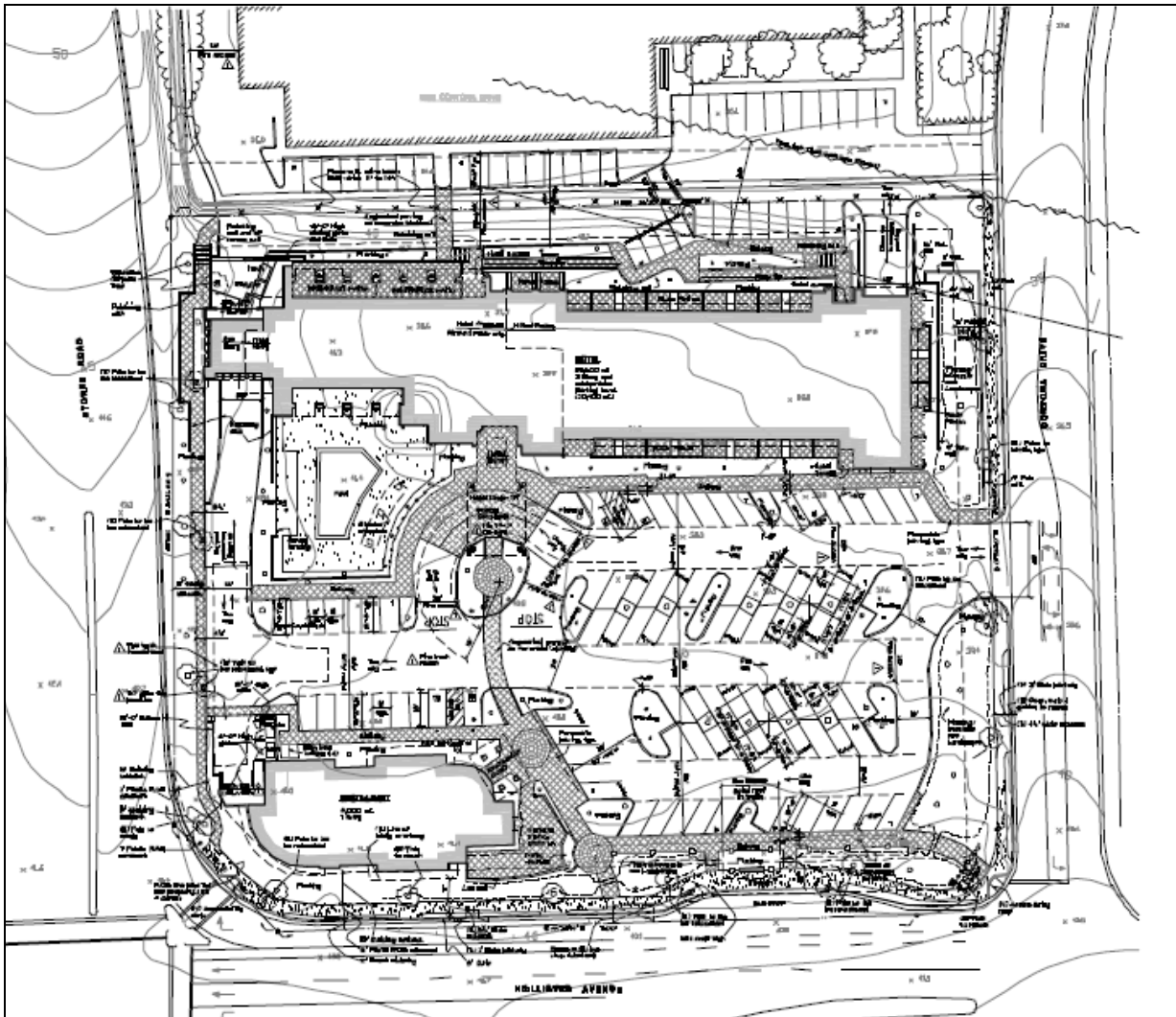
**Development Plan (Case No. 07-020-DP):** The proposed hotel (see Figure 1) is approximately 59,600 square feet in total floor area and designed in a rectangular configuration, sited along the northerly property line and oriented toward Hollister Avenue. The hotel would include 112 rooms, banquet and conference space, an outdoor pool and recreation area, and a rooftop patio for community meetings, social gatherings and conference functions ancillary to the hotel. It would be three stories in height with subterranean parking below. The majority of the hotel structure would be 35 feet high, consistent with the proposed zoning designation and the recommended building height for the Office and Institutional land use designation of the site. The hotel includes two tower elements that are 50 feet high measured from the proposed finished grade. Because these are non-habitable areas associated with the building's elevators, they are allowed in the proposed zone district as an exception (Article III, Sec. 35.127.1). The project also includes a 6,000-square foot free-standing single-story restaurant with a 1,000-square foot outdoor dining area to be located in the southwest corner of the parcel. Off-street parking (totaling 160 spaces on the project site, as compared to 152 that are required) is located at the front, back and beneath the hotel<sup>1</sup> Site and building amenities include a port-cochere entry, private patios or balconies for each room, guest swimming pool, outdoor lounge patio and roof deck to accommodate informal gatherings. The main entrance is oriented

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<sup>1</sup> An additional 17 parking spaces would be available on the adjacent site for peak parking demand on weekends and holidays through a shared parking agreement.

toward Hollister Avenue with access served from Cortona Drive. The project, as presently designed, would require findings to be made to vary from the recommended development standards of the Goleta General Plan (allowing height exceptions for vertical elements beyond 35' but not exceeding 50'), and provisions of the Professional Institutional zone district.

**Figure 1: Site Plan**



**Design Review Board (Case No. 07-020-DRB):** The proposed architecture is characterized as Streamline Moderne with emphasis on exterior metal panels, smooth/seasoned concrete finish, storefront metal frames, accent trellis elements and standing seam metal roofing. The City's Design Review Board ("DRB") conducted a conceptual review of the project over several meetings and focused on the following issues: refinement of the project architecture including more expansive use of metal fenestration, modification of tower features and trellis treatments, enrichment of blank building elevations, redesign of hotel deck overhangs; preservation of existing

Washingtonian Palms and use of complimentary plantings; incorporation of bermed landscaping and meandering sidewalk along the Hollister frontage; resolution of bus shelter design and “quieting” of outdoor restaurant space. On June 19, 2007, the DRB completed its conceptual review and authorized staff to remove the item from the calendar, allowing the item to move forward to the Planning Commission and City Council. Upon action by these bodies, the matter will be returned to DRB for Preliminary/Final Approval.

**7. APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES:** Besides the City of Goleta, no other public agency approval is required for this project.

**8. SITE INFORMATION:**

<b>Table 1: Site Information</b>	
General Plan Land Use Designation	Office and Institutional
Zoning Ordinance, Zone District	Article III (Inland Zoning Ordinance), Zoned M-RP (Industrial Research Park)
Site Size	3.05 acres
Present Use and Development	Vacant, undeveloped land
Surrounding Uses/Zoning	North: Professional Office and Light Manufacturing South: Hollister Avenue; Commercial Retail East: Cortona Drive; Light Manufacturing West: Professional Office and Commercial Retail
Access	Existing: None Proposed: Two access driveways off of Cortona Drive
Utilities & Public Services	Water Supply: Goleta Water District Sewage: Goleta West Sanitary District Fire: SB County, Fire Station 14 School Districts: N/A

**9. ENVIRONMENTAL SETTING**

*Slope/Topography*

The project site is gently sloping from the northeast (approximately 35 feet above sea level) to the southwest (approximately 44 feet above sea level) for an overall slope of less than 1% across the property.

*Fauna and Flora*

The project site is devoid of vegetation other than sparse patches of non-native grass and ornamental Washingtonian Palms that line the street frontages. Per the City’s adopted General Plan (Conservation Element, Figure 4-1), there are no rare, endangered, or special status animal species.

**Figure 2: Existing Site Conditions**



#### *Archaeological Sites*

The proposed project is located partly adjacent and within the vicinity of several archeological sites: CA-SBA-52, CA-SBA-53, CA-SBA-54 and CA-SBA-142. A Phase I archaeological resources evaluation was prepared for the site by WPA in 2006, followed by an Extended Phase I investigation in early 2007 by Science Applications International Corporation (SAIC). In summary, the studies identified very limited prehistoric cultural materials consisting solely of shellfish fragments.

#### *Surface Water Bodies*

No surface water bodies are located on or adjacent to the project site.

#### *Surrounding Land Uses*

The project site is bordered to the east and north by a mix of professional office and light-manufacturing uses. Hollister Avenue borders the site on the south with commercial retail uses beyond. Storke Road borders the site on the west with office, commercial, retail and residential uses beyond. The regional shopping center Camino Real is located to the southwest of the project site, across the intersection of Hollister Avenue and Storke Road.

#### *Existing Structures*

No structures are presently located on the project site other than a monitoring well located near the northwest corner of the parcel.

### **10. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist and analysis on the following pages:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

- Mandatory Findings of Significance

## 11. DETERMINATION

On the basis of this environmental checklist/initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental document, including revisions or mitigation measures that are imposed upon the proposed project and that a subsequent document containing updated and/or site specific information should be prepared pursuant to CEQA Sections 15162/15163/15164.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental document, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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Patricia S. Miller, Manager  
Current Planning Division

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Date



**12. EVALUATION OF ENVIRONMENTAL IMPACTS:**

- (a) All answers must take into account the whole action involved, including project specific, cumulative, construction, operational, onsite, offsite, direct, and indirect impacts. The explanation of each issue should identify the existing setting, any applicable threshold of significance, impacts, mitigation measures, and residual impact statement.
- (b) A brief explanation is required for all answers except “No Impact.” The discussion must be supported by appropriate information sources. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to requests such as the proposed project.
- (c) The checklist answers must indicate whether the impact is: Potentially Significant, Less than Significant with Mitigation Incorporated, Less than Significant, or No Impact.
- (d) A “Potentially Significant” response is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant” entries when the determination is made, then an EIR is required.
- (e) A “Less than Significant with Mitigation Incorporated” response is appropriate where such incorporation of mitigation would reduce a potentially significant impact to a less than significant level. If there are one or more “Less than Significant with Mitigation Incorporated” entries when the determination is made, then a Mitigated Negative Declaration may be prepared.
- (f) Supporting Information Sources: References and sources should be attached, including but not limited to, reference documents, special studies, other environmental documents, and/or individuals contacted.

**13. ISSUE AREAS:**

**AESTHETICS**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>	<b>See Prior Document</b>
a. Have a substantial adverse effect on a scenic vista?		✓			
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓	
c. Substantially degrade the existing visual character or quality of the site and its surroundings?		✓			

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓			

Existing Setting



Figure 3 – Hollister/Cortona Intersection

The project site is surrounded by a mix of professional office, light-manufacturing, commercial retail and residential uses. This area of Hollister Avenue is designated as a scenic corridor in the Goleta General Plan (Policy VH 2.1) and areas east and west of the Storke Road intersection are identified as vantage points for viewing scenic resources Policy V H1.2, Figure 6-1). As noted in Figures 3 through 7, viewing opportunities are principally oriented toward the north with backdrop views of the Santa Ynez mountain range. Existing development along this particular segment of Hollister Avenue is best described as non-descript with no discernable architectural style. Likewise, building setbacks and landscape treatments vary in depth as parcels converge toward the Storke/Hollister intersection.



Figure 4 – West Facing View

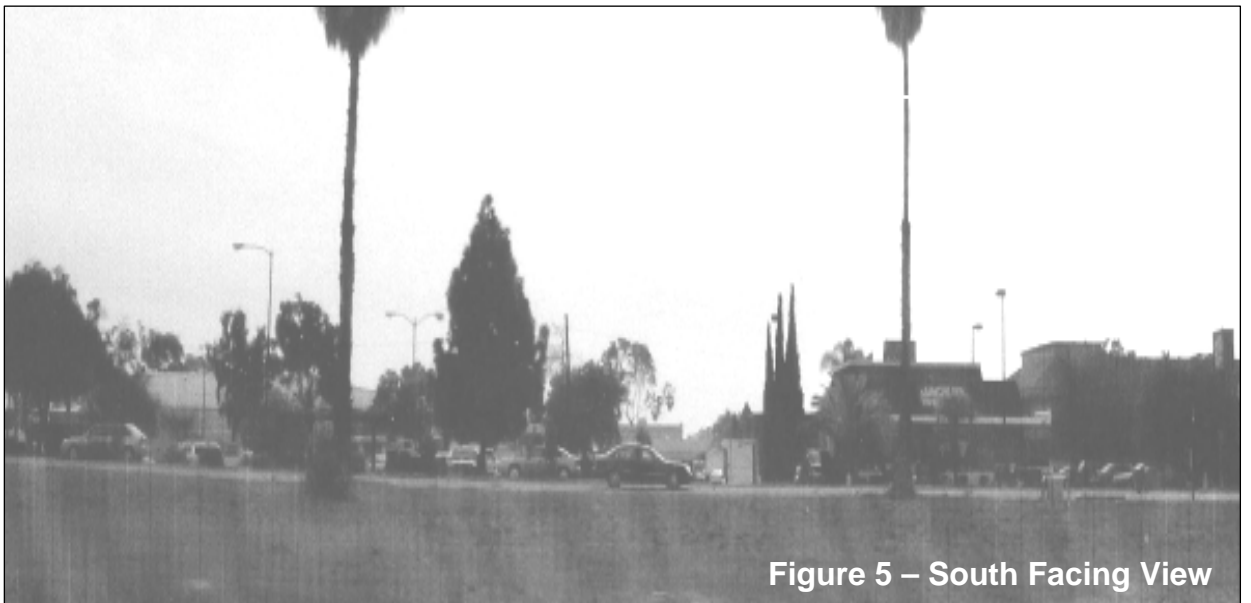


Figure 5 – South Facing View



### Thresholds of Significance

A significant Aesthetic impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, the City's *Environmental Thresholds & Guidelines Manual* instructs the project evaluator to assess visual/aesthetic impacts through a two step process. First, the visual resources of the project site must be evaluated including the physical attributes of the site, its visual uniqueness, and its relative visibility from public viewing areas. Of particular concern are visibility from coastal and mountain areas, as well as its visibility from the urban fringe and travel corridors. Secondly, the potential impact of the project on visual resources located onsite and on views in the project vicinity which may be partially or wholly obstructed must be determined. This step includes an evaluation of the project's consistency with City and State policies on the protection of visual resources.

- a) Views of the Santa Ynez Mountains are available at various vantage points along Hollister Avenue as illustrated in Figures 3 and 6. In compliance with the Goleta General Plan (Policy VH 4.15), a visual simulation was prepared for the proposed project (Figures 8 -11). These simulations were developed since the publication date of the Draft Mitigated Negative Declaration, and will also serve as a basis for making findings of consistency with General Plan Policies VH 1.4 and VH 2.2. These visual simulations, including Figure 12 which appeared in the Draft MND, approximate how the project will appear relative to its surroundings. These simulations indicate that the development proposed would partially obstruct, but not eliminate background views of the mountains. In particular, view corridors along Storke and Cortona would remain unobstructed, and views looking north from Hollister would be slightly obstructed looking across the parking lot, would remain. In addition, the applicant will be required to field verify building heights to assure compliance with what is depicted in preliminary and final plans. With incorporation of these measures, the impacts attributable to the project would be deemed less than significant.
- b) The proposed project does not lie within, or affect any views from, a Scenic Highway as designated by the State of California. As such, the project would not result in any impacts on scenic resources within a Scenic Highway viewshed.



Figure 8 –Photo Simulation at  
Hollister / Cortona Intersection,  
North facing view

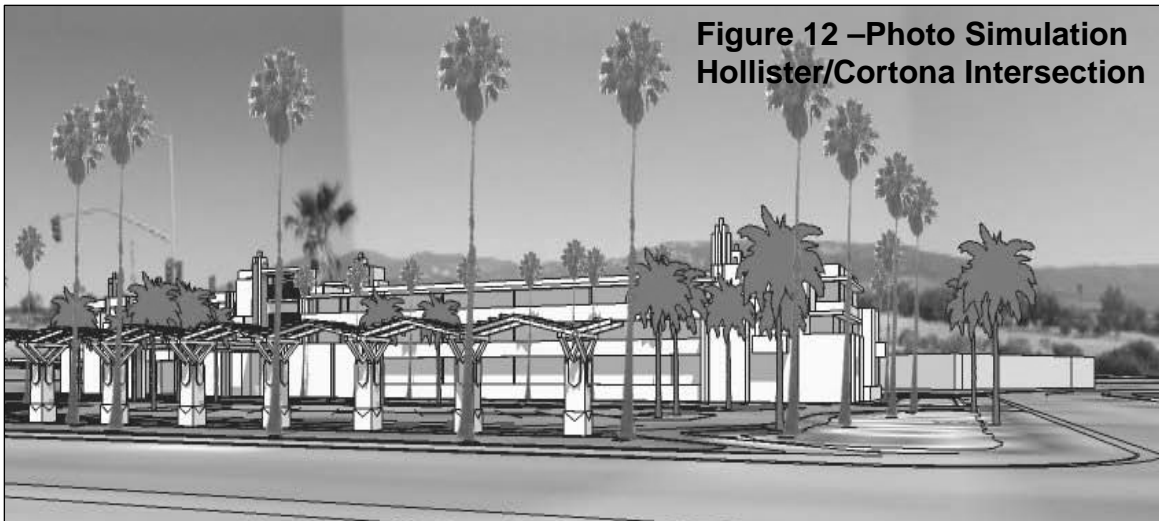




**Figure 11 –Photo Simulation  
Bird’s Eye View, North facing**



**Figure 12 –Photo Simulation  
Hollister/Cortona Intersection**



- c) The City’s Design Review Board (“DRB”) conducted a conceptual review of the project and focused on the following issues: refinement of the project architecture including more expansive use of metal fenestration, modification of tower features and trellis treatments, enrichment of blank building elevations, redesign of hotel deck overhangs; preservation of existing Washingtonian Palms and use of complementary plantings; incorporation of bermed landscaping and meandering sidewalk along the Hollister frontage; resolution of bus shelter design and “quieting” of outdoor restaurant space. This interactive process resulted in the following design modifications:

parkway treatment in place of meandering sidewalks; scaled down columns and trellis at front; introduction of a water feature as “white noise” for the exterior dining area; use of permeable paving surfaces; modification of tower elements for both buildings; refinement of materials and enhancement of hotel’s west elevation; increased utilization of the roof deck on the hotel; refinements to hotel service truck circulation to eliminate truck approach from the east; addition of street trees where possible and removal of trees with low-hanging limbs from pedestrian areas. While these modifications serve to protect and enhance the visual character and quality of the site and its surroundings, further refinements were requested by DRB to fully mitigate aesthetic impacts. These recommendations include:

- a. Align the list of trees with the City’s most recent endorsement of approved plant materials. Include a detailed accounting of size and quantities of all landscape materials, along with planting and irrigation specifications. The DRB also noted that the existing palms can be a maintenance problem and suggested that the existing palms should be “skinned.”
- b. Study ways to further articulate blank walls of the north elevation of the restaurant building; entertain the addition of glass to the screen walls for the outdoor dining area for sake of further sound attenuation.
- c. Employ “dark sky” lighting principals: fixtures should be shielded and downward facing to prevent “spillage.” Provide an overall lighting plan for buildings, parking lots and landscape areas. Utilize thematic fixtures where possible and seek an acceptable alternative to standard “cobra” street and parking lot lights.
- d. In regard to the hotel roof deck and proposed use for special events: (i) DRB expressed enthusiasm for the idea; (ii) expressed tolerance for exceeding the 35-foot height limit with shade devices; and (iii) suggested that the Project Team consider the introduction of a water feature for sound attenuation.

Comments raised during the public review period for the Mitigated Negative Declaration also questioned the visibility from Storke Road of the trash area. Two trash areas are proposed – one for the hotel at the northwest corner of this building, and another to serve the restaurant at the northeast corner of that structure. Both trash enclosures would be fully screened and partly blocked by the existing Storke Road embankment above the project site, and therefore constitute a less than adverse effect of the project. Mitigation measure 8 below addresses the screening required for the project’s trash enclosure.

While the DRB provided support and strong direction regarding the project design, the incorporation of these revisions may not occur until the project returns for Preliminary DRB. Therefore, the aesthetic impacts of the project are considered potentially significant. Additionally, the proposed hotel would require exterior lighting to light the project



entry, exterior walkways, parking lots and common areas. If not properly shielded and directed, such light could expose neighboring development to unwanted night lighting and glare. Such night lighting impacts would be considered potentially significant.

### Cumulative Impacts

Due to the project specific visual impacts on scenic views, night lighting, and the visual character of the surrounding area, project contributions to cumulative visual/aesthetic impacts would also be considered to be potentially significant.

### Required Mitigation Measures

1. **DESIGN REVIEW BOARD:** The proposed project shall be resubmitted for Preliminary/Final Review by DRB consisting of: (i) updated site plan, architectural floor plans, exterior elevations, landscape drawings and street improvement plans; and (ii) an updated visual simulation of the proposed project. The preliminary development plans shall be revised to address the issues raised by DRB in its Conceptual Review and shall incorporate all applicable mitigation measures and conditions of approval. The updated building exterior elevations shall be fully dimensioned, showing existing grade, finished grade, finished floor, average height and peak height. **Plan Requirements & Timing:** The preliminary development plans shall be revised and resubmitted to DRB for review and approval prior to issuance of a Land Use Permit (“LUP”) for the project.

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

2. **HEIGHT SURVEY:** 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.

3. **SIGNS:** An Overall Sign Plan shall be prepared and submitted for review and approval by DRB and City staff **because** figurative signs shown on Planning Commission exhibits have not been reviewed for compliance with Sign Ordinance standards. **Plan Requirements & 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.

4. **LANDSCAPE PLAN:** The applicant shall prepare detailed landscape and irrigation plans for the project that identifies the following:
  - a. Type of irrigation proposed;
  - b. All existing and 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 sight distance at all driveway entrances (as determined by the 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. **Plan Requirements & Timing:** The landscape plans shall be revised and resubmitted for review and approval prior to and as a condition precedent to issuance of any LUP for the project. The plans shall be submitted for review and the DRB and City staff prior to issuance of an LUP. All elements of the final landscape plan, including irrigation improvements, shall be installed prior to any occupancy clearance.

**Monitoring:** City staff shall withhold issuance of an LUP pending Final Approval of the landscape plans by DRB. City staff shall also field verify installation of all landscaping and irrigation system improvements per the approved final landscape plan prior to issuance of any certificate of occupancy for the project.

5. **LANDSCAPE AGREEMENT:** 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 & 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.

6. **LIGHTING:** 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, residents, and visitors to the commercial center. All upward directed exterior lighting shall be prohibited to protect night sky views of the stars. All exterior lighting fixtures shall be appropriate for the architectural style of the proposed structure 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. **Plan Requirements:** 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. **Timing:** 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.

7. **CONSTRUCTION TRASH CONTAINMENT:** 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 weekly or more frequently as directed by City staff. **Plan Requirements & Timing:** Prior to and as a condition 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.

8. **TRASH ENCLOSURE:** The applicant shall prepare a detailed design of the proposed trash enclosures for the proposed hotel and restaurant 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 & 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.

9. **MECHANICAL EQUIPMENT:** 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 and restaurant (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 & 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.

10. **UTILITY SERVICE CONNECTIONS/EQUIPMENT:** 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/or painted to match the building. All gas, electrical, backflow prevention devices 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 & 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 is installed, screened, and painted per the approved plans.

### Residual Impact

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

**AGRICULTURAL RESOURCES**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Convert Prime Farmland, Unique Farmland, or Farmland of State-wide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓	
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?				✓	
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				✓	

Existing Setting

The project site is located within a developed area of the Hollister Corridor and no agricultural uses exist in the immediate vicinity.

Thresholds of Significance

A significant impact to Agricultural Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, a project may pose a significant environmental effect on agricultural resources if it conflicts with adopted environmental plans and goals of the City or converts prime agricultural land to non-agricultural use or impairs the agricultural productivity of prime agricultural land.

Project Specific Impacts

- a-c) The proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as mapped by the California Resources Agency. There are no agriculturally zoned properties or properties under a Williamson contract in the vicinity of the project site. The proposed project would not result in any environmental changes that would involve the conversion of any farmland to non-agricultural uses and therefore the project would have no impact on agricultural resources in the area.

Cumulative Impacts

The proposed project would not contribute to any cumulative impact on agricultural resources within the City of Goleta.

Required Mitigation Measures

No mitigation measures are required or recommended.

Residual Impact

No residual impacts (either project specific or cumulative) on Agricultural Resources would occur as a result of project implementation.

**AIR QUALITY**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>	<b>See Prior Document</b>
a. Conflict with or obstruct implementation of the applicable air quality plan?		✓			
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓			
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in a state of non-attainment under applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓		
d. Expose sensitive receptors to substantial pollutant concentrations?				✓	
e. Create objectionable odors affecting a substantial number of people?			✓		

Existing Setting

To protect human health, State and Federal air quality standards have been established for 11 pollutants. Ozone air pollution is formed when nitrogen oxides (NO<sub>x</sub>) and reactive

organic compounds (ROCs) react in the presence of sunlight. According to the APCD, the major sources of ozone precursor emissions in Santa Barbara County are motor vehicles, the petroleum industry, and solvent usage (paints, consumer products, and certain industrial processes). Sources of particulate matter of varying micron sizes are another pollutant, with PM<sub>10</sub> often resulting from grading, demolition, agricultural tilling, road dust, mineral quarries, and vehicle exhaust.

According to the Air Pollution Control District (APCD, 5-22-08, and website <http://www.sbcapcd.org/sbc/pollut.htm#Ozone>, July 2008), Santa Barbara County is considered in attainment of the federal eight-hour ozone standard, and in attainment of the state one-hour ozone standard. It does not meet the state eight-hour ozone standard or the state standard for particulate matter less than ten microns in diameter (PM<sub>10</sub>); but does meet the federal PM<sub>10</sub> standard. There is not yet enough data to determine our attainment status for either the federal or state standards although the County will likely be in attainment for the federal PM<sub>2.5</sub> standard. Santa Barbara County is also in compliance with both state and federal eight-hour and one-hour standards for Carbon Monoxide (CO). Further, due to the relatively low background ambient carbon monoxide levels in the County, localized CO impacts associated with traffic at congested intersections are not expected to exceed the CO health –related air quality standards. Therefore, CO “Hotspot” analyses are not required any longer<sup>2</sup>.

### Thresholds of Significance

A significant Air Quality impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. The City’s *Environmental Thresholds & Guidelines Manual* has identified a long term quantitative emission threshold of significance of 25 pounds/day (PPD) for ozone precursors nitrogen oxides (NO<sub>x</sub>) and reactive organic compounds (ROCs). In addition, the City’s thresholds establish criteria for conducting carbon monoxide (CO) emission modeling. A project will also have a significant long term air quality impact if it causes, by adding to the existing background carbon monoxide levels, a carbon monoxide “hot spot” where the California one-hour standard of 20 parts per million (PPM) carbon monoxide is exceeded. This typically occurs at severely congested intersections.<sup>3</sup> Screening for such an impact is determined by the project’s peak hour trip contribution. If a project contributes less than 800 peak hour trips, then carbon monoxide modeling is not required. Short term thresholds for NO<sub>x</sub> and ROC emissions have not been established by the City due to the fact that such emissions generally result from construction activities. Under prior modeling by the County of Santa Barbara, such emissions were determined to account for only 6% of total NO<sub>x</sub> and ROG emissions. However, due to the fact that Santa Barbara County is not in compliance with State standards for airborne particulate matter

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<sup>2</sup> Santa Barbara County APCD, May 22, 2008.

<sup>3</sup> Per the City’s *Environmental Thresholds & Guidelines Manual*, projects that contribute 800 or more peak hour trips to an intersection operating @ LOS D or worse are generally considered to potentially pose a significant CO effect and therefore should be required to model CO impacts.

(PM<sub>10</sub>), construction generated fugitive dust (50% of total dust) is subject to the City's standard dust mitigation requirements.

### Project Specific Impacts

#### *Short Term Construction Impacts*

- a-d) Short term air quality impacts generally occur during project grading. Preliminary earthwork quantities are estimated at 7,500 yd<sup>3</sup> (5,400 after accounting for grubbing and shrinkage) of cut and 5,350 yd<sup>3</sup> of fill. As a result of this grading and associated diesel equipment exhaust, and the air basin's current non-attainment of State PM<sub>10</sub> standards, any project generated fugitive dust would be considered to pose a potentially significant air quality impact associated with PM<sub>10</sub> emissions. Additionally, the APCD requires implementation of standard dust control measures based on its 1979 Air Quality Attainment Plan policies. As such, project specific impacts on air quality standards or existing air quality violations as well as project contributions to the exposure of sensitive receptors to substantial pollutant concentrations in the City would be considered potentially significant.
- e) Construction of a new parking lot would require application of asphalt concrete (AC) that could create objectionable odors. The civil engineering plans for the project are anticipated to incorporate greater amounts of pervious surfaces and therefore lessen the quantities of AC, but this material would still be used, though temporary and localized. Because the City has no adopted thresholds of significance for such impacts, odors associated with AC paving would be considered adverse but not significant.

#### *Long Term Operational Impacts*

- a-e) As required by APCD, the URBEMIS software program (URBEMIS 2007 for Windows, Version 9.2.0) was used to calculate long term emissions from motor vehicles associated with the proposed project. This particular software program uses the California Air Resources Board's EMFAC2007 model for on-road vehicle emissions and the OFFROAD2007 model for off-road vehicle emissions. It was determined that project generated vehicular emissions (in combination with area source emissions) would be approximately 15.48 PPD of ROCs and 20.96 PPD NO<sub>x</sub>, well below the 25 PPD threshold for either ozone precursor. Furthermore, the increase of 125 PM peak hour trips estimated for the proposed project is well below the threshold of 800 peak hour trips that requires carbon monoxide modeling. As such, the long-term emissions from project generated traffic would not conflict with implementation of the County's Air Quality Attainment Plan, or result in a cumulatively considerable net increase of any criteria pollutant for which the County is in a state of non-attainment. The proposed project would not result in objectionable long term smoke, ash, or odors or expose sensitive receptors to substantial levels of pollutants. Such potential air quality impacts would therefore be considered adverse but less than significant.



### Cumulative Impacts

Per the City's *Environmental Thresholds & Guidelines Manual*, a project's contribution to cumulative air quality impacts is considered significant if the project's total emissions of either NO<sub>x</sub> or ROC exceed the long term threshold of 25 PPD. The project's contribution to overall emissions associated with construction of the proposed hotel would be less than this threshold, and therefore the project's contribution to cumulative air quality impacts involving NO<sub>x</sub> and ROC would be considered less than significant. However, as noted above, the project's contribution to cumulative PM<sub>10</sub> emissions would be considered potentially significant as a result of the existing violation of the State standard.

### Required Mitigation Measures

1. **DUST CONTROL:** Dust generated by construction activities shall be kept to a minimum with a goal of retaining dust on the site. The following dust control measures listed below shall be implemented by the contractor/builder:
  - a) During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.
  - b) During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.
  - c) Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. **Plan Requirements & Timing:** All of the aforementioned requirements 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 such persons 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.

2. **VEGETATIVE COVER:** If the construction site is graded and left undeveloped for over four weeks, the applicant shall employ the following methods immediately to inhibit dust generation:
  - a) Seeding and watering to revegetate graded areas; and/or
  - b) Spreading of soil binders; and/or

- c) Any other methods deemed appropriate by City staff.

**Plan Requirements & Timing:** These requirements shall be noted on all plans and submitted for approval and approval by City staff prior to and as a condition precedent to issuance of any LUP for the project.

**Monitoring:** City staff shall perform periodic site inspections to verify compliance.

3. **CONSTRUCTION EMISSIONS:** ROC and NO<sub>x</sub> emissions generated by construction equipment shall be reduced by implementing the following equipment control measures:
- a) The engine size of construction equipment shall be the minimum practical size;
  - b) 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;
  - c) Construction equipment shall be maintained in tune per the manufacturer's specifications;
  - d) Construction equipment operating on-site shall be equipped with two-to-four degree engine timing retard or pre-combustion chamber engines;
  - e) Catalytic converters shall be installed on gasoline-powered equipment, if feasible;
  - f) Diesel catalytic converters shall be installed, if available;
  - g) Diesel-powered equipment shall be replaced by electric equipment whenever feasible; and
  - h) Construction worker trips shall be minimized by requiring carpooling and by providing for lunch on-site.

**Plan Requirements & 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.

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

4. **APCD RULES AND REGULATIONS:** The project shall comply with all Rules and Regulations required by the Santa Barbara County Air Pollution Control District (APCD), including but not limited to:
- a) Compliance with APCD Rule 339, governing the application of cutback and emulsified asphalt paving materials by the contractor;
  - b) Obtaining required permits for any emergency diesel generators or large boilers prior to issuance of any land use permits;
  - c) Obtaining APCD permits prior to handling or treatment of any contaminated soil on site, if required;
  - d) Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes at any location and auxiliary power units should be used whenever

possible. Compliance with State law provisions require 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. Such heavy vehicles 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 if you have a sleeper berth and you're within 100 feet of a restricted area (residential uses and schools).

Residual Impact

With implementation of the above mitigation measures, residual project specific as well as project contributions to cumulative Air Quality impacts would be considered less than significant.

**BIOLOGICAL RESOURCES**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓			

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		✓			
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓	

Existing Setting

As noted above, the project site is presently undeveloped and devoid of vegetation other than sparse patches of non-native grass and ornamental Washingtonian Palms that line the street frontages. Per the City's adopted General Plan (Conservation Element, Figure 4-1), there are no rare, endangered, or special status animal species.

Thresholds of Significance

A significant impact on Biological Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, per the City's *Environmental Thresholds & Guidelines Manual* a project would pose a significant

environmental impact(s) on biological resources in any of the following would result from project implementation:

- a) A conflict with adopted environmental plans and goals of the community where it is located;
- b) Substantial effect on a rare or endangered plant or animal species;
- c) Substantial interference with the movement of any migratory or resident fish or wildlife species;
- d) Substantial diminishment of habitat for fish, wildlife, or plants.

#### Project Specific Impacts

- a) The proposed project would not result in any direct effect on any candidate, sensitive, or special status species or modification to any habitat of such species. As such, impacts on any candidate, sensitive, or listed species are not anticipated as a result of project implementation.
- b,c) Currently, all stormwater runoff either percolates into the surface of the site or sheet flows to storm water outlets located along Hollister Avenue and Cortona Drive. Runoff from large parking areas is often contaminated with a mix of petroleum products and other pollutants resulting from vehicular use. In addition, tailwater from landscape irrigation is often contaminated with fertilizers, pesticides, fungicides, and herbicides resulting from improper application methods and/or over-application. All such contaminants can pose potentially significant, adverse effects on sensitive riparian systems, surface water quality, and wetlands into which site runoff eventually flow. In June 2008, drainage plans were updated in order to improve water quality and reduce the amount of runoff leaving the project site such that all parking stalls, walkways & patios would be constructed with permeable materials. In addition, runoff from the site will drain through a series of bio-swales/detention basins before entering the public right of way. Through the use of these measures, the City's water quality standards will be met, and post-development runoff will closely match pre-development runoff. Although the project includes use of bio-swales to pre-treat surface flows from most of the parking areas, additional Best Management Practices (BMPs) are prescribed in the City's Stormwater Management Program Ordinance and impending permit application under the National Pollutant Discharge Elimination Systems ("NPDES") for reducing contaminant levels in stormwater runoff. In addition, construction activities such as washing of concrete trucks, stucco equipment, painting equipment, etc can result in the introduction of significant levels of pollutants into neighboring surface waterbodies. Such short term impacts would be considered potentially significant.
- d-f) Due to surrounding urban development, the proposed project would not have any significant effect on the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. There are no other sensitive biological resources

onsite (e.g. native trees, sensitive habitat types such as wetlands or native grasslands, or sensitive bird species nesting/roosting sites) that would be subject to City protective policies. There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans that either affect the project site or would be in conflict with the proposed hotel. Therefore, the proposed project poses no potential to generate such impacts.

### Cumulative Impacts

Projects that result in potentially significant project-specific biological impacts are generally considered to also make a potentially significant contribution to corresponding cumulative biological impacts. As such, the proposed project would result in a potentially significant but mitigable contribution to water quality degradation and the resulting effects on riparian systems and wetlands associated with El Encanto and Glen Annie Creeks as well as Goleta and Devereaux Sloughs.

### Required Mitigation Measures

1. **STORMWATER WATER QUALITY:** To reduce and filter stormwater runoff leaving the project site, the preliminary development plans shall be revised to 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 the public storm drain system, erosion control and sediment discharge measures during construction, development of bioswales in landscaped areas, and use of permeable paving in parking areas (where feasible). **Plan Requirements & Timing:** Design details of the bioswales, permeable paving and other operational features shall be submitted to DRB and City staff for review and approval prior 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 equipment control measures.

2. **CONSTRUCTION WASH OUT:** During construction, washing of concrete, paint, or equipment shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Washing shall not be allowed near sensitive biological resources. An area designated for washing functions shall be identified on the plans submitted for approval of any LUP for the project. The wash-off area shall be in place throughout construction. **Plan Requirements & Timing:**

The wash off area shall be designated on all plans and shall be reviewed and approved by City staff prior to issuance of any LUP for the project.

**Monitoring:** City staff shall site inspect throughout the construction period to ensure compliance and proper use.

Residual Impact

With implementation of these mitigation measures, residual project specific and cumulative impacts on Biological Resources would be considered less than significant.

**CULTURAL RESOURCES**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				✓	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		✓			
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓			
d. Disturb any human remains, including those interred outside of formal cemeteries?		✓			

Existing Setting

The proposed project is located partly adjacent and within the vicinity of several archeological sites: CA-SBA-52, CA-SBA-53, CA-SBA-54 and CA-SBA-142. A Phase 1 archaeological resources evaluation was prepared for the site by WPA in 2006 which defined the presence of 16 shellfish fragments dispersed evenly throughout the project site. The WPA evaluation was followed by an Extended Phase 1 investigation in early 2007 by Science Applications International Corporation (SAIC). The Extended Phase 1 investigation included nine backhoe trenches distributed evenly throughout the project site, consistent with professional archaeological practices, to determine the depth and density of any potential prehistoric Native American resources. The trenches measured 2' wide and between 6' to 8' long, and were excavated to between 2' to 3' deep. In summary, Extended Phase 1 excavations recovered very limited prehistoric cultural materials consisting solely of shellfish fragments. However, the color and texture of the

soils is not consistent with the native soil profile. The very low densities of shellfish, in the absence of any other indicator of prehistoric activity (i.e., animal bone, chipped stone artifacts, etc.), do not represent a significant “historical” (e.g., cultural or archaeological) resource as defined by CEQA Guidelines Section 15064.5 criteria.

Cultural resources are considered to include prehistoric archaeological resources, historic archaeological resources, and Native American heritage resources. Prehistoric archaeological resources are also considered Native American heritage resources. CEQA Guidelines Section 15064.5 provides four criteria that are used to determine if a cultural resource is eligible for listing on the California Register of Historic Places (i.e., a significant cultural resource). As stated in the Extended Phase 1 report, Criterion D requires that the resource “has yielded, or may be likely to yield, information important in prehistory or history.” No other criterion is effectively used to judge the potential significance of archaeological sites, as Criterion A., B., and C. address architectural historical, or standing, resources, as explained below.

“(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

This criterion addresses specific historical events. Prehistoric, Native American sites cannot be associated with particular events, even if they are securely dated. Additionally, the project site is located outside the boundaries of the ancestral Goleta Slough, which is acknowledged to have occupied lower elevations up to 10 feet above sea level. Therefore, the site is not subject to extensive alluviation that deposited soils in the depressed slough embayment, particularly during the devastating flooding of 1861-1862. The soils encountered during Extended Phase 1 subsurface excavations may be the result of modern export and import, rather than natural deposition. It is not part of any recorded archaeological site, and is very distinct in characteristics from any archaeological site located within the Goleta Slough vicinity, including CA-SBA-46, the village of *Mescalitan*. This village, like other recorded around the periphery of the ancient Goleta Slough, has extensive midden soils developed from substantial deposition of food remains and their subsequent decomposition. Also, a variety of artifacts are found in association with the food refuse. None of these characteristics are identified at the project site, as recorded in the Extended Phase 1 investigation. Therefore, based on these scant shellfish remains, without any other evidence of prehistoric occupation, the sparse shellfish remains identified throughout the project site do not comprise a prehistoric site similar to the substantial village occupations associated at CA-SBA-53 and -54, outside of the project area.

“(B) Is associated with the lives of persons important in our past; “

This criterion addresses particular persons who are considered important in the past. Prehistoric remains are associated with Native American populations, but not with any particular Native American individual. The extremely low density of shellfish fragments, in the absence of any other prehistoric, Native American remains including animal bone, chipped stone tools, ground stone tools, etc., make it difficult to ascertain the nature of



the specific activities that occurred within the project site. This is in contrast with conspicuous, substantial deposits of shellfish, other food remains including animal bone, and varied tools and remains identified at recorded archaeological sites in the project vicinity.

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

This criterion addresses architectural historical attributes, not prehistoric sites.

### Project Specific Impacts

a) A significant impact on Cultural Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist as shaped by the CEQA Guidelines. It should be noted, however, that the Appendix G (Significant Effects) to the CEQA Guidelines, were removed several years ago, resulting in the Guidelines not addressing impacts on “a community, ethnic, or social group.” Therefore such impacts are not considered in the City’s CEQA thresholds of significance.

Pursuant to CEQA Guidelines Section 15064.5 (b)(1), a project would result in a significant impact on a cultural resource if it results in the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of such a resource would be materially impaired. As the sparse shellfish remains are not a significant “historical resource” as defined in CEQA Guidelines Section 15064.5, the proposed project would not result in a significant impact on cultural resources.

b) Based on the results of Phase 1 and Extended Phase 1 investigations, grading, soil compaction, foundation construction and utility installation for the proposed project would not have a potentially significant impact on prehistoric archaeological, Native American remains (i.e., the sparse shellfish fragments). . There exists, however, a remote potential to encounter unknown, potentially significant isolated areas of specific temporary prehistoric activity such as features (i.e., cooking hearths, etc.) that could “yield, or may be likely to yield, information important in prehistory or history.” While this potential to impact unknown cultural resources is considered remote, ground disturbance activities and resultant impacts would be considered potentially significant.

c) Geological formations underlying the proposed project site are associated with Quaternary age alluvial sediments. Though small marine fossils such as clams or invertebrates (snails, worms, etc.) can be found in these deposits, these are considered common and are not potentially significant paleontological resources. In contrast, potentially significant large vertebrate fossils are not associated with this geo-

logical formation. Therefore, there is no potential for the proposed project to impact significant paleontological resources.

- d) No specific area of prehistoric, Native American occupation or activity was identified throughout the project site during Extended Phase 1 excavations. Therefore, the likelihood of identifying Native American human remains is extremely remote, as isolated Native American burials have not been recorded outside the context of recorded archaeological sites. The potential for disturbing an isolated Native American burial would therefore be less than significant.

### Cumulative Impacts

Cumulative impacts related to past, present, and reasonably foreseeable projects on cultural resources within the project vicinity are significant, given the development of the Santa Barbara Airport and existing structures surrounding the ancestral Goleta Slough. The project's contribution to this cumulative impact, however, is less than considerable, as the very sparse shellfish remains identified during the Extended Phase 1 investigation are not in sufficient quantity to suggest a discrete activity area or use. Therefore, the project would not result in a potentially significant contribution to cumulative impacts on cultural/archaeological resources.

### Required Mitigation Measures

1. **CONSTRUCTION MONITORING:** 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. If remains are found to be significant, they shall be subject to a Phase 3 mitigation program funded by the applicant. **Plan Requirements:** The applicant shall restate the provisions for archeological discovery on all building and grading plans. **Timing:** This condition shall be satisfied prior to issuance of any LUP for the project.

**Monitoring:** City staff shall check plans prior to approval of any LUP for the project and shall conduct periodic compliance inspections during and after construction.

### Residual Impact

With implementation of this mitigation measure, residual project specific and cumulative impacts on Cultural Resources would be less than significant.

**GEOLOGY & SOILS**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		✓			
b. Strong seismic ground shaking?		✓			
c. Seismic-related ground failure, including liquefaction?			✓		
d. Landslides?				✓	
e. Result in substantial soil erosion or the loss of topsoil?		✓			
f. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?		✓			
g. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓		
h. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓	

Existing Setting

The project site is located in Seismic Zone 4 and is nearly level with a slope of less than 1% across the property. A preliminary foundation investigation (Pacific Materials Laboratory) and geologic hazards evaluation (Campbell Geo, Inc.) have been performed for the proposed project. The investigation included analysis of historical aerial photos, auger borings drilled to depths of 20 feet, field density tests, review of groundwater monitoring data, Cone Penetrometer Test Soundings (to depths of up to 34.5 feet) and 240 linear feet of trenching to evaluate features indicative of a fault surface rupture hazards. Together, the studies revealed the following: (i) a combination of clayey sand, clay, and silty sand layers underlies the site to a depth of approximately 20 feet (soil type S<sub>D</sub> per the Uniform Building Code Table 16-J; (ii) groundwater at depth 30 feet below surface; and (iii) confirmation of a non-active fault line (the North Ellwood I Fault) that clips the northeast corner of the project site (as shown on project site plan). These conditions indicate a medium potential for expansion, low liquefaction potential, slight surface settlement potential and susceptibility to ground shaking due to earthquake.

#### Thresholds of Significance

A significant impact on Geology/Soils would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. The City's *Environmental Thresholds & Guidelines Manual* assumes that a proposed project would result in a potentially significant impact on geological processes if the project, and/or implementation of required mitigation measures, could result in increased erosion, landslides, soil creep, mudslides, and/or unstable slopes. In addition, impacts are considered significant if the project would expose people and/or structures to major geological hazards such as earthquakes, seismic related ground failure, or expansive soils capable of creating a significant risk to life and property.

#### Project Specific Impacts

- a,b) There are no Alquist-Priolo mapped earthquake faults or zones within the City of Goleta. However, the Campbell Geo geologic investigation did confirm the existence of a non-active fault located at the northeast corner of the site. Impacts from fault rupture and ground shaking is considered potentially significant, but mitigable with adherence to setback standards, building code requirements and incorporation of geotechnical recommendations. In accordance with Policy SE 4.4 of the Goleta General Plan, the preliminary development plans incorporate a 50-foot structural setback from the North Ellwood I Fault. State regulations implementing the Alquist-Priolo Act (on which Policy SE 4.4 is based) prohibit "habitable structures" within the 50-foot setback area (Title 14, Division 2, Section 3603.a). Habitable structures are further defined in Section 3601.e. as constituting: "...any structure used or intended for supporting or sheltering any use or occupancy, which is expected to have a human occupancy rate of more than 2,000 person-hours per year." The setback shown on the preliminary development plans extends from the mapped fault line to the leading edge of the hotel structure. Non-habitable improvements located within the setback area include parking spaces, drive aisles, landscaping, pedestrian

walkways, retaining walls and access ramps/stairs. By definition, these improvements are not deemed habitable. However, due to the proximity of the non-active fault line, seismic impacts are considered potentially significant.

- c,d) Liquefaction is a state of almost complete failure of saturated sandy soil due to seismic shaking. Due to the depth of the ground water at 30 feet below the surface, the liquefaction potential is considered less than significant. Finally, due to the flat topography of the project site, the potential for the occurrence of landslides is considered non-existent.
- e) The proposed project does involve some grading and excavation which could result in erosion and sediment loss from stockpiled soils and graded areas onsite. These impacts are considered potentially significant. (Please refer to detailed mitigation to address such impacts under Hydrology & Water Resources below).
- f,g) Soil and geologic conditions are not extraordinary; in accordance with Building Code Section 1629.3.1, Table 16-J, and the underlying geology, a site Soil Profile Type S<sub>D</sub> is appropriate for the proposed project (Steven H. Campbell, Certified Engineering Geologist, Campbell Geo, Inc., "Preliminary Geologic Hazards Evaluation," January 3, 2007, and Ronald J. Pike, Geotechnical Engineer, Pacific Materials Laboratory, Inc., "Preliminary Foundation Investigation," October 25, 2006). With proper foundation design, the proposed hotel structure can be properly supported and minimize risk to property.
- h) The proposed project would be connected to the Goleta West Sanitary District's central sewage effluent collection system and would not involve the use of any onsite septic system, therefore no such impacts would occur as a result of the project.

### Cumulative Impacts

Project contributions to cumulative, adverse erosion and soil loss in the area would be considered potentially significant. All other project contributions to cumulative impacts on geologic processes and soils would be considered less than significant.

### Required Mitigation Measures

1. **SITE DESIGN:** The applicant shall adhere to Policy SE 4.4 of the Goleta General Plan and comply with the 50-foot structural set back from the North Ellwood I Fault. The fault line and setback measurement shall be noted on all development plans and construction drawings. At the time of building permit application, the applicant shall demonstrate through a structural soils report, prepared by a certified engineering geologist, that all non-habitate structure improvements located within the 50-foot setback can be appropriately design to withstand or respond to fault rupture or other seismic damage. The recommendations prescribed in the structural soils report shall be implemented through construction plans and documents. **Plan**

**Requirements and Timing:** The structural soils report shall be reviewed and approved by the City Building Official prior to and as a condition precedent to issuance of any LUP for the project.

**Monitoring:** City staff shall periodically perform site inspections to verify compliance with the approved construction documents.

2. **STRUCTURAL DESIGN:** The applicant shall demonstrate through a structural soils and corrosivity report, prepared by a certified engineering geologist, that site preparation, structural design criteria, and final footings and foundation design accounts for liquefaction in accordance with the State Building Code and complies with the Preliminary Foundation Investigation and Preliminary Geologic Hazards Evaluation prepared for the proposed project. The structural soils report shall also prescribe recommendations for design and construction of site improvements to minimize long term damage to paved driveways, parking areas, sidewalks and other similar surface features that may be susceptible to possible settlement and lateral movement. The recommendations prescribed in the structural soils report shall be implemented through construction plans and documents. **Plan Requirements and Timing:** The structural soils report shall be reviewed and approved by the City Building Official prior to issuance of any LUP for the project.

**Monitoring:** City staff shall periodically perform site inspections to verify compliance with the approved construction documents.

### Residual Impact

With implementation of the mitigation measures noted above, residual project specific and cumulative impacts on Geology & Soils would be considered less than significant.

**HAZARDS & HAZARDOUS MATERIALS**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?		✓			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓		
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓	
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓	

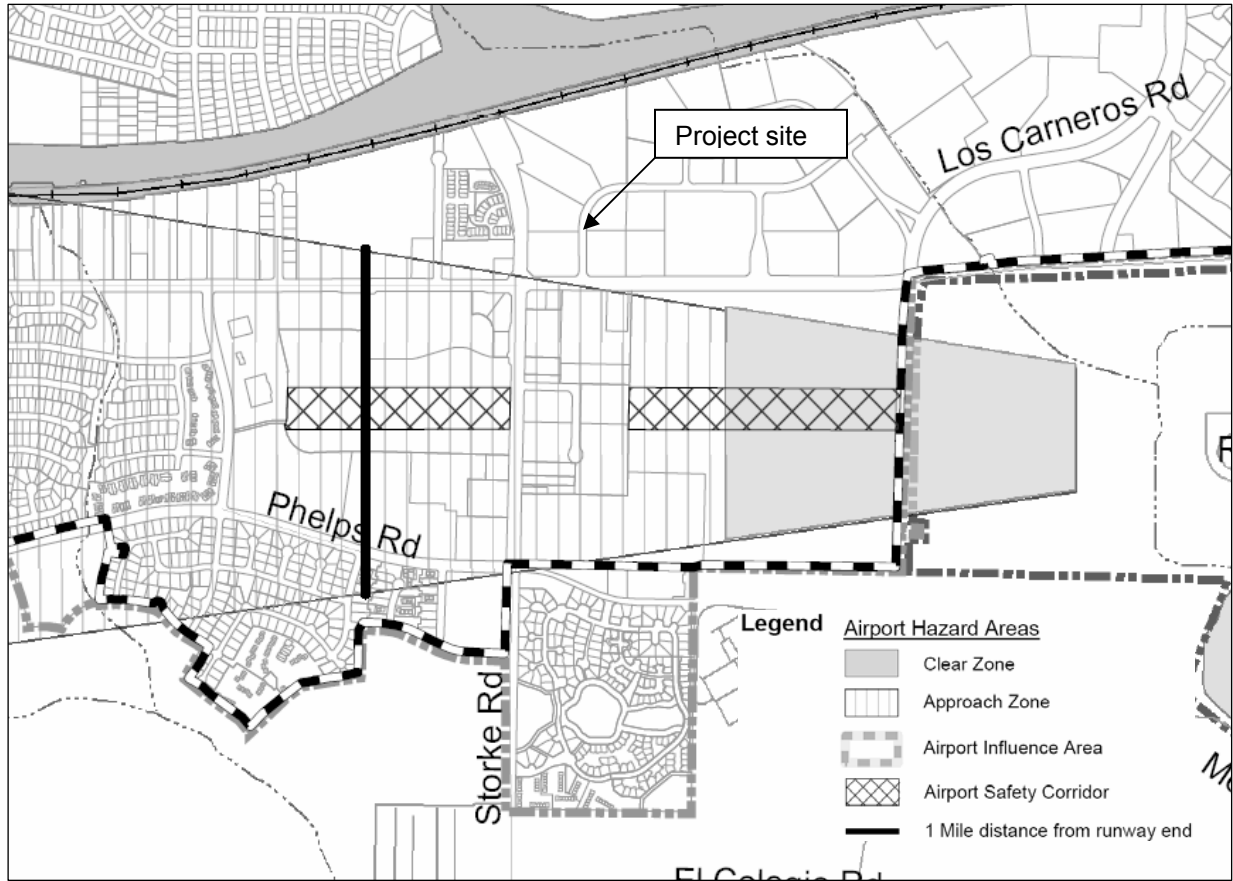
<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>	<b>See Prior Document</b>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓	

Existing Setting

The proposed project is located directly south of the former Joslyn Electronics site. During Joslyn’s facility closure in April 2002, a leaking underground clarifier was discovered, resulting in soil and ground water contamination. Remediation is ongoing under the direction of the Regional Water Quality Control Board and the Santa Barbara County Air Pollution Control District. A groundwater monitoring well is located on the project site to monitor water quality in the underlying water table. The gas station across Storke Road (formerly Unocal/Tosco station, 6930 Hollister) is an active leaking underground fuel tank (LUFT) site with migrating groundwater contaminants. A monitoring well for this off site condition was installed in February 2008 on the sidewalk area of the Rincon Palms project site. The project site is also located within one mile of the Santa Barbara Airport. However, as shown in Figure 13, the property is immediately adjacent, but outside of the Clear and Approach Zones.



**Figure 13: Airport Hazards**



### Thresholds of Significance

A significant impact with regard to Hazards & Hazardous Materials would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds & Guidelines Manual* addresses public safety impacts resulting from involuntary exposure to hazardous materials. These thresholds focus on the activities that include the installation or modification to facilities that handle hazardous materials, transportation of hazardous materials, or non-hazardous land uses in proximity to hazardous facilities. Since the proposed project is not a hazardous materials facility, the City's risk based thresholds are not particularly applicable. However, for the purposes of this analysis, the proposed project would be considered to pose a significant impact if it results in the exposure of people to a variety of hazards or hazardous materials as listed above.

### Project Specific Impacts

a-c) The proposed hotel development would not involve the routine transport, use, or disposal of hazardous materials. It would not pose a significant potential for the acciden-

tal release of hazardous materials into the environment, or result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Based on the absence of use of such materials onsite and the absence of a school within a ¼ mile of the project site, no impacts are expected regarding these issue areas.

- d) The project site is not identified as being hazardous under Government Code Section 65962.5. However, the parcel located immediately to the north and adjacent to the project does have a history of soil and ground water contamination attributable to past electronic plating activities and associated releases of metals and chlorinated solvents. Extensive background on the nature of contamination, off-site migration and remediation efforts are well documented in a "Semi-Annual Groundwater Monitoring Report, January-June 2007," prepared by Campbell Geo, Inc., and dated July 12, 2007. In summary, the parcel located at 6868 Cortona Drive has been undergoing regular groundwater and soil sampling, monitoring and remediation since 1992. Ongoing remediation includes groundwater recovery/discharge and soil vapor extraction. These activities are taking place under the direction and with the approval of the Central Coast California Regional Water Quality Control Board (RWQCB). A monitoring well located on the project site indicates that groundwater contamination has migrated to the south and impacts the subject parcel. However, monitoring reports show that contaminant levels have steadily declined over time. Heavy metals do not exceed County LUFT or State drinking water quality standards, and regular analysis has been suspended with RWQCB's approval. Volatile organic compounds do not exceed the California Department of Health Services State drinking water Maximum Contaminant Levels. Ongoing monitoring has also detected the presence of 1,2-dichloroethane (1,2-DCA) in the groundwater beneath the project site which is typically attributable to gas station releases. There are two gas station sites near the project site: Unocal/Tosco (at northwest corner of Hollister Avenue/Storke Road, 6930 Hollister Avenue) and Chevron (across Hollister, 6895 Hollister Avenue). The Unocal/Tosco gas station site is conducting remediation under the direction of the Santa Barbara County Fire Department Fire Prevention Division. At this time, a determination of whether there are concerns for hazards associated with soil gas vapor from any or all three of the adjacent sites has not been made. Additional work is necessary regarding this issue but will be pursued through mitigation measures discussed below. According to the Campbell Geo, Inc. report of July 2007, detectable amounts of 1,2-DCA no longer exceed the State drinking water standard of 0.5 parts per billion. Groundwater beneath the site occurs at a depth of approximately 30 feet as compared to a maximum surface penetration of 11 feet for foundation construction for the proposed project. As such, the potential for exposure to contaminated ground water is remote; however, site preparation activities, may expose workers to hazardous vapors or contact with contaminated soils. Consequently, the resulting exposure would be considered potentially significant. Additionally, the exposure to workers inside the building may also be potentially significant.

- e,f) The proposed project is located within two miles of the Santa Barbara Airport but is outside of the designated Airport Approach and Clear Zone. As such, the project would not expose people or structures to a significant risk of loss, injury or death involving airport operations nor would it conflict with the County Airport Land Use Plan.
- g,h) The proposed project would not interfere with any adopted emergency response plan or emergency evacuation plan. Due to its location within the urban core of the City, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

### Cumulative Impacts

Project specific risks associated with the residual presence of soil and groundwater contamination in the area due to prior adjacent uses would represent a potentially significant contribution to the cumulative exposure of people to such hazardous wastes.

### Required Mitigation Measures

1. **SITE ASSESSMENTS:** Prior to commencement of ground disturbance activities, the applicant shall submit Phase I and Phase II Environmental Site Assessments to the Santa Barbara County Fire Department Fire Prevention Division (FPD), including earlier investigations performed by the parties responsible for the off-site contamination are deemed acceptable. If additional assessment or site remediation is warranted, all such work shall be performed to the satisfaction of the Santa Barbara County Fire Department FPD including, if necessary, the following: (i) soil vapor survey, comparing collected data against current screening levels including the California Human Health Screening Levels and EPA Region IX Preliminary Remediation Goals; (ii) groundwater assessment to determine the lateral extent of contamination on the project site; (iii) Remedial Action Plan (“RAP”) incorporating appropriate mitigation measures (e.g., vapor barriers, vents, etc.) or site remediation to reduce contaminants to acceptable concentrations; This includes a 30 day public notification period prior to approval of the RAP by Santa Barbara County Fire Department FPD, and incorporation of relevant public comments in the RAP implementation; (iv) soils management plan in the event that contamination is encountered during construction; and (v) a dewatering plan if any groundwater is removed during construction, including required permits to discharge into the City’s sewer or storm drain system.  
**Plan Requirements & Timing:** The applicant shall prepare a work plan that outlines the methodology to be followed in undertaking required Phase I and Phase II Environmental Site Assessments, if required. This plan shall be reviewed and approved by the Santa Barbara County Fire Department FPD, prior to commencing work. Thereafter, the various site assessment and remediation actions, if any are required, shall be reviewed and approved by the Santa Barbara County Fire Department FPD prior to issuance of any LUP for the project. All required remediation shall be completed prior to occupancy.

**Monitoring:** City staff shall verify that the Santa Barbara County Fire Department FPD's submittal requirements are satisfied prior to issuance of any LUP for the project. Thereafter, City staff shall verify that all required mitigation is performed before any certificate of occupancy is granted.

2. **WORKER PROTECTIONS:** Prior to commencement of ground disturbance activities, the applicant shall prepare a Worker Awareness Program to acquaint workers (including archeological data recovery personnel) on the hazards and potential exposure to contaminated groundwater, vapor and soil. The program shall described measures to minimize such exposure and medical procedures to be employed in the event of exposure. The applicant shall ensure that all workers are properly briefed on the Worker Awareness Program and that proper precautions are being taken throughout the duration of grading and construction. **Plan Requirements & Timing:** Depending on the results of the Phase I/II analysis, Hazwopper trained workers may be required. The Worker Awareness Program shall be reviewed and approved by the City and prior to issuance of any LUP for the project.

**Monitoring:** City staff shall periodically perform site inspections to verify that workers are properly informed and safety procedures are being followed.

### Residual Impact

Upon implementation of the above mitigation measure, residual project specific and cumulative Hazards & Hazardous Materials impacts would be less than significant.

**HYDROLOGY & WATER QUALITY**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Violate any water quality standards or waste discharge requirements?				✓	
b. Substantially deplete ground-water supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or offsite?		✓			
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?		✓			
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		✓			
f. Otherwise substantially degrade water quality?		✓			

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓	
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓	
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓	
j. Inundation by seiche, tsunami, or mudflow?			✓		

Existing Setting

The proposed project is located outside of mapped flood hazard areas (Figure 5-2 of the Goleta General Plan) and is part of Tract 10,212 Unit 1. A condition of approval for the tract was the construction of a storm drain system capable of handling full build-out of all lots with the subdivision. As described under Biological Resources, all stormwater runoff either percolates into the surface of the site or sheet flows to storm water outlets located along Hollister Avenue and Cortona Drive. The project site is included in the Goleta Slough Ecosystem Management Plan area which does not contain specific policies related to this site, but encourages appropriate best management practices for stormwater runoff. The proposed project would cover approximately 57% of the entire site with paved surfaces, many of which would be pervious based on the June 2008 drainage plan update.

Thresholds of Significance

A significant impact on Hydrology & Water Quality would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds & Guidelines* Manual assume that a significant impact on hydrology and water resources would occur if a project would result in a substantial alteration of existing drainage patterns, alter the course of a stream or river, increase the rate of surface runoff to the extent that flooding, including increased erosion

or sedimentation, occurs, create or contribute to runoff volumes exceed existing or planned stormwater runoff facilities, or substantially degrade water quality.

### Project Specific Impacts

- a,b) The proposed project would not result in any wastewater discharge violating any State or Federal water quality standards or requiring Wastewater Discharge Requirement Orders (WDRs) from the Regional Water Quality Control Board (RWCQB). All sewage effluent would be handled via connection to the Goleta West Sanitary District's central sewer system.
- c) The proposed project would involve 7,500 yd<sup>3</sup> of cut and 5,000 yd<sup>3</sup> of fill with the entirety of the site being graded for project construction over a several week period. If construction activities extend into the rainy season, the project site could generate a significant amount of sediment laden stormwater runoff. The discharge of sediment laden runoff from the project site could result in substantial site erosion and siltation of downstream receiving waterbodies such as Goleta or Devereaux Slough. Such impacts would be considered potentially significant.
- d,g-i) The proposed project is located outside of any flood hazard area as identified in the Goleta General Plan (Figure 5-2). The project has been designed to capture runoff and regulate discharge so as not to increase the pre-existing rate of runoff through distribution of drainage to catch basins (i.e., tributary areas) and use of depressed (landscape) bio-swales (Dale Weber, MAC Design Associates, personal communication on December 3, 2007). However, due to the increase in impervious surfaces associated with the project design, drainage impacts are considered potentially significant.
- e,f) Storm drain pipes and sidewalk drains have been sized according to the results of a Preliminary Hydraulic Report. Anticipated storm water runoff has been calculated using Santa Barbara County Flood Control computer programs and design charts assuming a 25-year return period and weighted coefficients of 0.68 for landscape areas and 0.90 for impervious surfaces. The Preliminary Drainage Plan distributes surface flows among three tributary areas. While 57% of the site is proposed for building coverage and pervious and impervious surfaces, computer modeling shows that storm drain pipes and sidewalk drains are adequate to handle storm event flows. On-site landscaped bioswales are used to reduce the level of contaminants picked up by stormwater runoff as it leaves the project site. According to the treatment control best management practice for biofilters (TC-4) contained in the "California Storm Water Best Management Practice Handbook," the project site requires approximately 2,520 square feet of biofilter as compared to a total of 7,250 square feet provided; nearly three times the amount necessary. Such design features would mitigate these potentially significant drainage and water quality impacts associated with the project construction.

- j) As noted in the Goleta General Plan (Figure 5-2), the project site is located outside of any area mapped as having a tsunami hazard.

### Cumulative Impacts

The City's *Environmental Thresholds & Guidelines Manual* assumes that projects resulting in significant, project specific, hydrologic and water quality impacts are also considered to result in a significant contribution to cumulative hydrologic and water quality impacts. As such, the proposed project's contribution to cumulative hydrologic and water quality impacts, especially to El Encanto and Glen Annie Creeks, would be considered potentially significant.

### Required Mitigation Measures

1. **EROSION CONTROL PLAN:** The applicant shall limit excavation and grading to the dry season of the year (i.e. April 15<sup>th</sup> to November 1<sup>st</sup>) unless a City approved erosion control plan, incorporating appropriate BMPs identified in the EPA guidelines for construction site runoff control (EPA Fact Sheet 2.6, Construction Site Runoff Minimum Control Measures, 01/00), is in place and all measures therein are in effect. All exposed graded surfaces shall be reseeded with ground cover vegetation to minimize erosion. **Plan Requirements:** This requirement shall be noted on all grading and building plans. **Timing:** Graded surfaces shall be reseeded within four (4) weeks of grading completion, with the exception of surfaces graded for the placement of structures. These surfaces shall be reseeded if construction of structures does not commence within 4 weeks of grading completion.

**Monitoring:** City staff shall site inspect during grading to monitor dust generation and four (4) weeks after grading to verify reseeded and to verify the construction has commenced in areas graded for placement of structures.

2. **STORMWATER WATER QUALITY:** To reduce and filter stormwater runoff leaving the project site, the preliminary development 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 the public storm drain system, erosion control and sediment discharge measures during construction, development of bioswales in landscaped areas, and use of permeable paving in parking areas (where feasible). **Plan Requirements & Timing:** Design details of the bioswales, permeable paving 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.

Residual Impact

With implementation of these mitigation measures, residual project specific and cumulative Hydrology & Water Quality impacts would be considered less than significant.

**LAND USE & PLANNING**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Physically divide an established community?				✓	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for purpose of avoiding or mitigating an environmental effect?			✓		
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓	

Existing Setting

The project site is presently zoned M-RP (Industrial Research Park) and is bordered to the east, north and south by similarly designated property, developed with a mix of professional office, light-manufacturing and commercial retail uses. Storke Road borders the project site on the west with commercial retail and residential uses beyond. Existing development surrounding the project site is comprised primarily of one and two story structures.

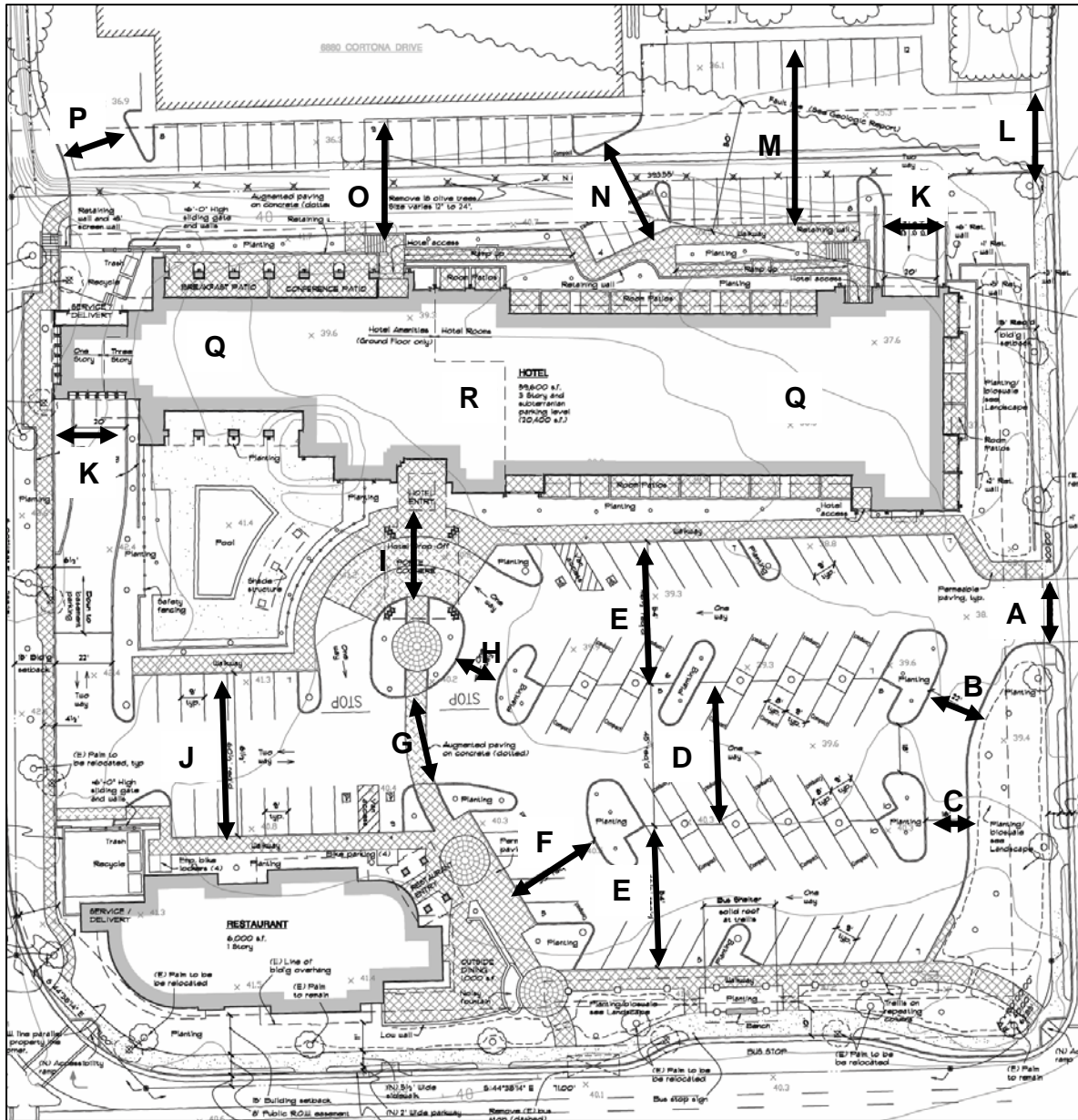
### Thresholds of Significance

A significant Land Use & Planning impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

### Project Specific Impacts

- a) The proposed project constitutes infill development within an area that is already predominantly urbanized. It would not divide nor introduce an incompatible use within the range of existing office, research-manufacturing and commercial retail uses. The amenities offered by the hotel are intended, in part, to serve the businesses that exist in the immediate vicinity. No such associated impacts would occur as a result of project implementation.
  
- b) The proposed hotel would include a three-story building, averaging 35 feet in height as measured from finished grade, with architectural elements protruding up to 15 feet at various points above the M-RP height limit. Project plans show existing point elevations of 37.6 to 40.3, and the planned finished floor level would be 42. Consistent with recent General Plan revisions, adopted June 17, 2008, the Land Use Element recommends a peak height limit of 35 feet. This may be lessened upon good cause findings for projects that do not meet this height. In this case, the Rincon Palms project would already be consistent with Sections 35-317.8.1 and 35-321.2.3.d. of the City's Zoning Ordinance which permit height exceptions for architectural features up to 50' in all zone districts and a general exception of 10% in overall height per Sections 35-276.1 and 35-321.2.3.d., respectively. DRB reviewed the height exception for the proposed project and found the modification to be acceptable. DRB's opinion, in this regard, was influenced by the liberal building setback from Hollister Avenue, thereby diminishing its vertical profile. In each instance, the height penetration is attributable to special features such as the main elevator tower, decorative spire and associated roof elements as opposed to increasing commercially viable building space. DRB found these elements as desirable features to help mitigate long linear expanses of the building.

**Figure 14: Site Layout**



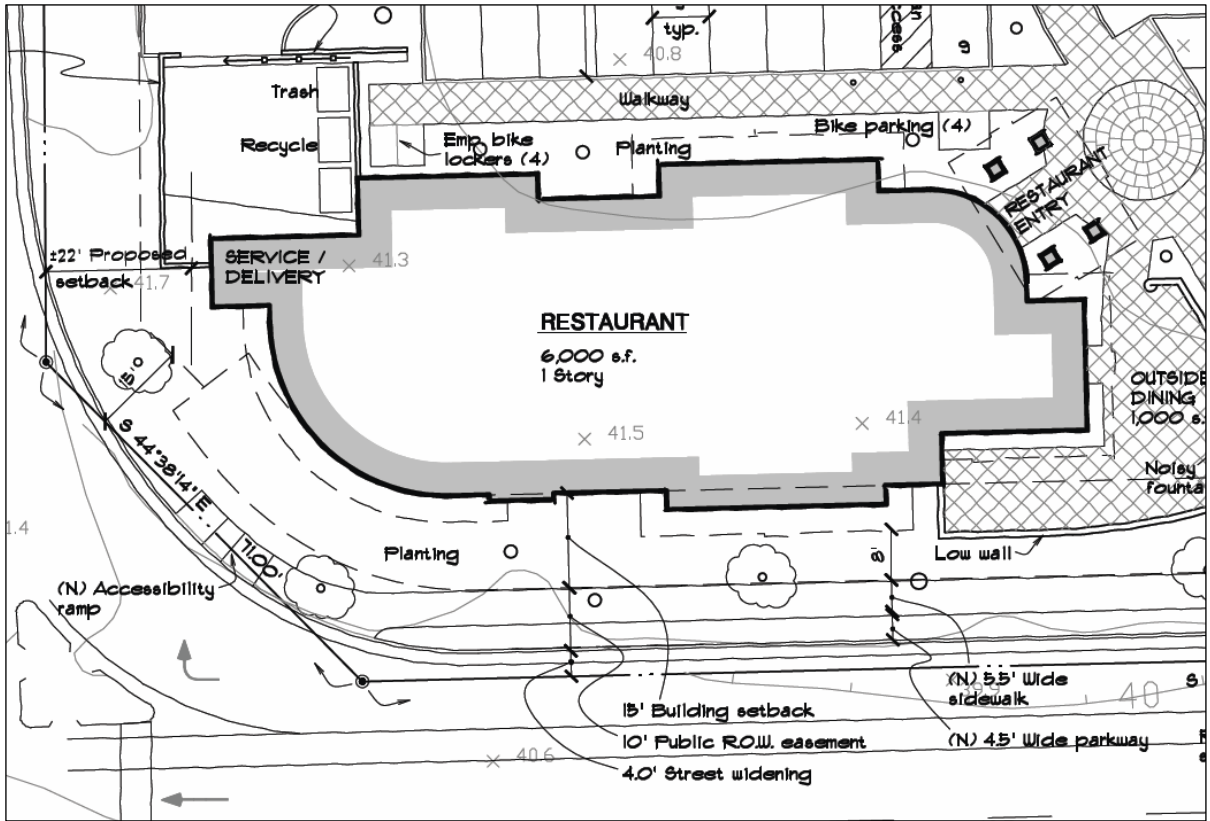
	A	B	C	D	E	F	G	H	I
<b>Required</b>	20'^^	12'*	12'*	45'	46.5'	30'	23'***	20'	20'
<b>Dimensioned</b>	35'	22'	16'	55'	54'	35'	33'	20'	20'
	J	K	L	M	N	O	P	Q	R
<b>Required</b>	60.5'	20'^^	30'	60.5'	39'	39'	23'***	60.5'	39'
<b>Dimensioned</b>	61.5'	20'	30'	69'	40'	43'	28'	70'	50'

^^Based on Fire Department comment letter dated August 6, 2007, October 10, 2007 and plan review March 5, 2008.

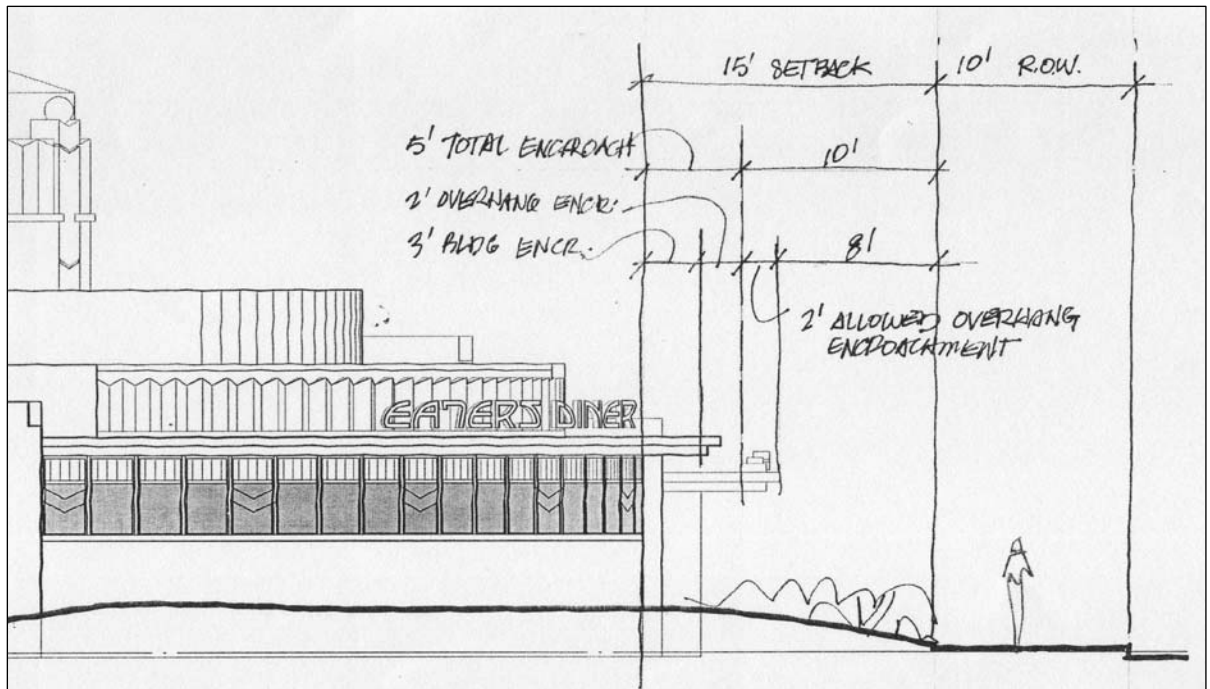
\*Based on Article III, Section 35-265, Figure 6-1 of the Goleta (Inland) Zoning Ordinance for one way traffic (without parking on either side of drive aisle).

\*\*\*Based on Article III, Section 35-265, Figure 6-1 of the Goleta (Inland) Zoning Ordinance for two way traffic (without parking on either side of drive aisle).

**Figure 15: Setback Encroachment – Plan View**



**Figure 16: Setback Encroachment – Profile View**



The proposal includes a request to amend the Zoning Ordinance by creating a Hotel Overlay District and changing the site's base zoning of M-RP (Industrial Research Park) to Professional Institutional (PI). These actions are consistent with the Office and Institutional and Hotel Overlay land use designations for the property as set forth in the City's 2006 General Plan (Land Use Map, Figure 2-1). The proposed re-zoning would result in a reduction of perimeter setback requirements from 50' feet (as measured from the edge of right-of-way) to 15' from the ROW under the proposed PI zoning. This change is consistent with streetscape and development patterns in the vicinity of the site. Under the proposed Hotel Overlay, design parameters default to the underlying base zoning in regard to setbacks, height limits and other development standards. A comparative review of applicable regulations to the proposed site plan shows that the proposed design aligns with applicable regulations. The single exception entails minor building encroachments into the parkway along Hollister Avenue. As shown in Figures 15 and 16, the exception entails a five-foot encroachment of a 35' segment of the restaurant fronting on Hollister Avenue. This exception arises from the City's need for additional right-of-way to accommodate a bike lane. Deviations of this nature are permissible by citation of Section 35-317.8 of the City's Zoning Ordinance.

In regard to parking, a detailed review of the site plan reveals consistency with all dimensions required by Article III, Section 35-264 of the City's Municipal Code (Inland Zoning Ordinance), including aisle width, parking stall depth, and the provision of a loading space on-site (at rear of hotel, adjacent to Storke Road). Additionally, there is a surplus number of on-site parking stalls (160 spaces provided vs. 153 required), and the current site plan was deemed acceptable by the Santa Barbara County Fire Department with respect to access and circulation for emergency vehicles (Martin Johnson, March 5, 2008). Therefore, parking lot layout would be less than significant.

- c) There are no habitat or natural community conservation plans covering property in the vicinity of the project site nor would this proposal conflict with any other such plans in the City of Goleta.

### Cumulative Impacts

The project's contribution to cumulative land use and planning impacts would be less than significant.

### Required/Recommended Mitigation Measures

1. **SITE DESIGN MODIFICATIONS:** Development plans for the proposed project shall be consistent with the March 2008 plans reviewed by County Fire Department and City staff that (i) incorporate at least one loading space; and (ii) ensure compliance relevant to aisleway parking lot standards. **Plan Requirements & Timing:** The project plans shall be resubmitted for review and approval by DRB,

the Santa Barbara County Fire Department (Fire Prevention Division), and City staff to determine compliance with relevant driveway and aisleway standards prior to issuance of any LUP for the project.

**MONITORING:** The Preliminary Development Plans shall be installed as shown on plans reviewed in March 2008 by the Fire Department. City staff shall site inspect construction and striping of the parking lot prior to occupancy clearance.

Residual Impact

With implementation of the above mitigation measures, residual project and cumulative impacts on Land Use & Planning would be considered less than significant.

**MINERAL RESOURCES**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>	<b>See Prior Document</b>
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				✓	
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				✓	

Existing Setting

There are no known mineral resources onsite of any significance.

Thresholds of Significance

A significant impact on Mineral Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the checklist above.

Project Specific Impacts

a,b) The proposed project would not result in the loss of availability of any known mineral resource or identified resource recovery site. No such impacts would occur.

Cumulative Impacts

The proposed project would have no impact on any cumulative loss of mineral resources or resource recovery sites.

Required/Recommended Mitigation Measures

No mitigation measures are required or recommended.

Residual Impact

The proposed project would not result in any residual impacts on Mineral Resources.

**NOISE**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>	<b>See Prior Document</b>
a. Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓		
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓		
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓		



Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓	

Existing Setting

Frontages of the project site along Hollister Avenue and Storke Road lie within the 65 dB Community Noise Equivalent Level (CNEL) noise exposure contour of the City, while the balance of the site is exposed to noise levels approaching 60 dB (Goleta General Plan, Figures 9-1 through 9-4). The primary sources of noise in the area are vehicular traffic and operations at the Santa Barbara Municipal Airport. Noise is defined as unwanted or objectionable sound. The measurement of sound takes into account three variables; 1) magnitude, 2) frequency, and 3) duration. Magnitude is the measure of a sound's "loudness" and is expressed in decibels (dB) on a logarithmic scale. Decibel levels diminish (attenuate) as the distance from the noise source increases. For instance, the attenuation rate for a point noise source is 6dB every time the distance from the source is doubled. For linear sources such as Highway 101 or the railroad tracks, the attenuation is 3 dB for each doubling of distance to the source. The frequency of a sound relates to the number of times per second the sound vibrates. One vibration/second equals one hertz (Hz). Normal human hearing can detect sounds ranging from 20 HZ to 20,000 Hz. Duration is a measure of the time to which the noise receptor is exposed to the noise. Because noise levels in any given location fluctuate during the day, it is necessary to quantify the level of variation to accurately describe the noise environment. One of the best measures to describe the noise environment is the Community Noise Equivalent Level or CNEL. CNEL is a noise index that attempts to take into account differences in the intrusiveness of noise between daytime hours and nighttime hours. Specifically, CNEL weights average noise levels at different times of the day as follows:

- Daytime—7 am to 7 pm    Weighting Factor = 1 dB
- Evening—7 pm to 10 pm    Weighting Factor = 5 dB
- Nighttime—10 pm to 7 am    Weighting Factor 1= 10 dB

Thresholds of Significance

A significant impact on Noise would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's *Environmental Thresholds & Guidelines Manual*. The City's adopted thresholds assume that outdoor CNEL noise levels in excess of 64 dB are considered to pose significant noise impacts on sensitive receptors.



### Project Specific Impacts

- a) As noted above, the project site lies within the 60-65 dB CNEL noise contour of the City. The Goleta General Plan sets a threshold of 65 dB CNEL for transient lodging facilities (i.e., hotels and motels), and as such, noise impacts on the proposed project would be considered less than significant. Restaurants are not listed in the General Plan Land Use Compatibility Table (Noise Element, Table 9-2). However, outdoor seating is proposed within the 65 dB CNEL contour and could expose patrons to nuisance noise levels that could be considered adverse but less than significant. The DRB has suggested the inclusion of water features and other measures to moderate background noise.
- b,c,f) The proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity, nor expose persons to, or generation of, excessive groundborne vibration or groundborne noise levels. There are no private airports or airstrips in the vicinity of the project site. Therefore, such impacts would be considered less than significant for this project.
- d) Although the project site is not located immediately adjacent to sensitive noise receptors, it is located in the vicinity of residential uses that are located along the westerly side of Storke Road. Noise and vibration associated with heavy equipment operation and construction activities can average as high as 95 dB or more measured 50 feet from the source. These conditions may be further aggravated by soil geology which may allow vibrations to travel outside of the parcel boundaries. As such, construction activities may pose a potentially significant short-term impact in the immediate vicinity.
- e) Although the project site does lie within the area of influence of the Santa Barbara Municipal Airport as defined by the Santa Barbara County Airport Land Use Plan, it is outside of any airport noise contour of 65 dB or greater. As such, noise impacts from airport operations on the proposed project would be considered less than significant.

### Cumulative Impacts

Short term project construction noise would result in a potentially significant cumulative noise impacts on sensitive receptors along the Hollister Avenue corridor and in the vicinity of the Santa Barbara Municipal Airport.

### Required Mitigation Measure

1. **SOUND ATTENUATION:** The applicant shall prepare an acoustical study that: (i) includes field measurement of noise levels in the vicinity of the proposed restaurant, with specific assessment of the outdoor seating area; (ii) identifies the noise sources, magnitude of impacts and potential mitigation measures, taking into account existing and future noise exposure; and (iii) specifically addresses the poten-

tial and effectiveness of adding glass to proposed screen walls and installation of water features (as “white” noise). The study shall be presented, along with design alterations, for consideration by the DRB in connection with the Preliminary/Final Review of the project. **Plan Requirements & Timing:** The acoustical study and design modifications for the restaurant (if any are proposed) shall be submitted to DRB for review and approval prior to issuance of a Land Use Permit (“LUP”) for the project.

**Monitoring:** City staff shall withhold issuance of an LUP pending approval of the final development plans by DRB. City staff shall verify that the project is constructed per the final architectural plans approved by DRB prior to issuance of any certificate of occupancy.

- 2. CONSTRUCTION ACTIVITIES:** Noise generating construction activity for site preparation and for future development shall be limited to the hours between 7:00 a.m. and 4:00 p.m., Monday through Friday, and no construction shall occur on State holidays (e.g. Christmas, Thanksgiving, Memorial Day, 4<sup>th</sup> 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 and Environmental Services. Non-noise generating construction activities such as interior painting are not subject to these restrictions. Prior to commencement of pile driving operations, businesses within the vicinity of the site shall be notified not less than 72 hours in advance of commencement. Said notice shall provide businesses with the anticipated time and duration of pile driving 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.

- 3. CONSTRUCTION ACTIVITIES:** 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 at a minimum of 1,600 feet from sensitive receptors. **Plan Requirements:** 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.

## Residual Impact

With implementation of the required mitigation measure, the residual project specific and project contribution to cumulative Noise impacts would be less than significant.

**POPULATION & HOUSING**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓		
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓	

Existing Setting

The project site lies within the commercial/business corridor along Hollister Avenue, is presently zoned M-RP (Industrial Research Park) and is bordered to the east, south and north by similarly designated property. This immediate area is developed with a mix of professional office, light-manufacturing and commercial retail uses. Storke Road borders the site on the west with residential uses beyond.

Thresholds of Significance

A significant impact on Population & Housing would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

Project Specific Impacts

- a) No new housing would be constructed as part of the proposed project and the anticipated increase in employment resulting from the proposed project would be so minimal (approximately 22 individuals on any one shift for the restaurant and hotel combined) that no measurable impact on population growth in the area would occur.

No new roads or infrastructure that could support other new development would be required. As such, impacts resulting from potential inducement of population growth in the City would be considered less than significant.

b,c) The proposed project would not displace any existing housing units or require the displacement of any people thereby necessitating the construction of replacement housing. No such impacts would occur.

Cumulative Impacts

The project's contribution to cumulative population growth as well as adverse impacts on the area's housing supply would be less than significant (population growth) or non-existent (housing supply).

Required/ Recommended Mitigation Measures

No mitigation measures are required or recommended.

Residual Impact

Residual impacts on population growth and the area's housing supply, as well as the project's contribution to such cumulative impacts would be less than significant (Population) or non-existent (Housing).

**PUBLIC SERVICES**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>	<b>See Prior Document</b>
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of these public services:					
a. fire protection?		✓			
b. police protection?			✓		
c. schools?			✓		
d. parks?			✓		
e. other public facilities?			✓		

Existing Setting

Police and fire protection services would be provided by the City of Goleta Police Department and Santa Barbara County Fire Department. School aged children, if any resulted from the proposed project, would attend the Goleta Union School District for elementary and junior high school and the Santa Barbara School and High School District for high school. Patrons and employees of the proposed hotel could avail themselves of a variety of parks and other public services such as the Goleta Branch of the County Library and a mix of City, County, and privately owned parks in the Goleta Valley.

### Thresholds of Significance

A significant impact on Public Services would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds & Guidelines Manual* includes thresholds of significance for potential impacts on area schools. Specifically, under these thresholds any project that would generate enough students to generate the need for an additional classroom using current State standards, would be considered to result in a significant impact on area schools.<sup>4</sup>

### Project Specific Impacts

- a) The proposed project has been reviewed by the Santa Barbara County Fire Department for impacts to public safety. The primary responding County Fire Station for the proposed project would either be Station 11, down the street on Storke Road. Response times from this station are within County Fire Department guidelines (five minutes or less). The Fire Department anticipates the need for three new fire hydrants for the project (Glenn Fidler, Inspector, Fire Prevention Division, Santa Barbara County Fire Department, August 6, 2007 and Martin Johnson, October 10, 2007, confirmed July 2008). In addition, the Fire Department requests that the main driveway serving the south side of the hotel be a minimum of 20-feet in width. The southern most drive aisle is 18'6", but this is designated as a one way aisle. The March 2008 project site plan was reviewed for access and turning movement accommodation by the County Fire Department and deemed acceptable as shown (discussion under "Land Use and Planning"). The Fire Department also requests that Phase I and II Environmental Site Assessments be performed (see discussion under "Hazards and Hazardous Materials") and that the applicant retain a qualified Fire Protection Specialist to devise a fire protection plan. Minimum project requirements include an alarm system, fire sprinklers, stand pipes, and roof access with signage (through one or more interior stair wells). With inclusion of these measures, impacts attributable to the project would be deemed less than significant.

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<sup>4</sup> Current State standards for classroom size are as follows:  
Grade K-2—20 students/classroom  
Grade 3-8—29 students/classroom  
Grades 9-12—28 students/classroom

- b-e) The number of patrons and employees resulting from the proposed project would have a minimal impact on the County Sheriff Department's ability to adequately serve the citizens of the City. Provided the proposed hotel is occupied for limited stays, no school aged children would be expected to impact enrollment in either the Goleta Union or Santa Barbara School & High School Districts. Similarly, any potential demand generated by the project for parks and other public facilities/services would be so minimal as to be immeasurable.

### Cumulative Impacts

The proposed project would make no measurable contribution to cumulative impacts on fire or police protective services or the demand for parks and other public facilities and services provided that hotel occupancy is limited to short-term stays.

### Required Mitigation Measures

1. **DESIGN MODIFICATIONS:** Site plans shall be consistent with those reviewed and approved by the County Fire Department March 5, 2008, including provision of necessary fire driveway and aisleway width requirements and utility plans shall be revised to include the installation of necessary fire hydrants. **Plan Requirements & Timing:** The project plans shall be updated and submitted for review and approval by the Santa Barbara County Fire Department prior to and as a condition precedent to: (i) Preliminary/Final Review by DRB; and (ii) issuance of any LUP for the project. The required fire hydrants shall be installed and approved in the field by Santa Barbara County Fire Department personnel prior to any occupancy clearance.

**Monitoring:** City staff shall verify compliance with the requirement to prepare modified plans prior to DBR Preliminary/Final Review of the project. City staff shall verify Fire Department approval of the installed fire hydrants prior to any occupancy clearance.

2. **FIRE PROTECTION PLAN:** The applicant shall retain a qualified Fire Protection Specialist, approved by the Fire Department, to evaluate the project and devise a fire protection plan. Minimum project requirements include an alarm system, fire sprinklers, stand pipes, and roof access with signage (through one or more interior stair wells). **Plan Requirements & Timing:** The Fire Protection Plan shall be submitted for review and approval by the Fire Department prior to issuance of any LUP for the project.

**Monitoring:** City staff shall verify that a Fire Protection Plan has been prepared and approved by the Fire Department prior to issuance of any LUP for the project.

### Residual Impact

Upon implementation of these mitigation measures, residual project specific impacts on Fire Protection Services would be less than significant. All other residual project specific and project contributions to cumulative impacts on Public Services would be less than significant.

**RECREATION**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓		
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓	

Existing Setting

The City’s 10 public parks, 4 private parks, and 20 public open space areas comprise a total of 523 acres, which equate to approximately 18 acres per thousand residents. The three larger City-owned regional open space preserves, the Sperling Preserve, Santa Barbara Shores Park, and Lake Los Carneros Natural & Historical Preserve collectively account for 363 acres of that total. Approximately 40 percent of the City’s two miles of Pacific shoreline is held in City ownership. Together with the neighborhood open space areas, these preserves provide many opportunities for passive recreation activities and enjoyment of natural areas. Areas specifically developed for active recreational uses however are less abundant with about three acres of land per thousand residents. The City’s single recreation center, the Goleta Valley Community Center, is insufficient to fulfill all the needs of community groups and residents. Although privately owned and managed, Girsh Park provides much-needed facilities for active recreation but there remains a shortage of public facilities for active recreation such as sports fields, tennis courts, swimming pools, and dedicated trails.

Thresholds of Significance

A significant impact on Recreation would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

Project Specific Impacts

- a) Provided the proposed hotel is occupied for limited stays, the project would have a minimal effect on recreation facilities. As noted in the project description, the proposed hotel would have a limited range of recreational amenities (i.e., pool, guest

swimming pool, outdoor lounge patio and roof deck to accommodate informal gatherings) to accommodate short-term stays. The proposed hotel is designed for shorter stays limited stays, and does not include kitchen facilities in rooms or similar amenities characteristic of extended stay hotels.

- b) As noted above, the proposed project includes a limited range of on-site recreational amenities. These facilities would be integral to the overall project and would not result in any adverse environmental effects. No other recreational facilities are proposed or required. As such, no impacts regarding recreation would be attributable to the project. .

### Cumulative Impacts

Although the project would not result in any project specific, significant effects on recreational facilities or create new demand for such public amenities, the resulting incremental increase in demand would represent an adverse contribution to cumulative impacts on recreational facilities and the demand for such amenities in the area.

### Required/Recommended Mitigation Measures

The proposed project's adverse contribution to cumulative demand for parks and recreational facilities would be addressed through the payment of park and recreation development impact fees. No recreational impact mitigation measures are required or recommended.

### Residual Impact

Residual demand for parks and recreational facilities generated by the proposed project would be considered adverse but less than significant.



**TRANSPORTATION/TRAFFIC**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		✓			
b. Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?		✓			
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓			
e. Result in inadequate emergency access?		✓			
f. Result in inadequate parking capacity?		✓			
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		✓			

Existing Setting

The project site is located along the northerly side of Hollister Avenue within a developed area comprised principally of professional offices, light manufacturing and commercial retail uses. The street network generally affected by the project consists of the following intersections and street segments.

Street Intersections:

- 1) Hwy 101NB Ramps at Storke Road
- 2) Hwy 101SB Ramps at Storke Road
- 3) Hollister Avenue at Marketplace Drive
- 4) Hollister Avenue at Storke Road
- 5) Hollister Avenue at Cortona Drive
- 6) Hollister Avenue at Los Carneros Road
- 7) Storke Road at Marketplace Drive

Roadway Segments:

- 1) Hollister Avenue West of Storke Road
- 2) Hollister Avenue East of Storke Road
- 3) Hollister Avenue East of Los Carneros Road
- 4) Storke Road North of Hollister Avenue
- 5) Storke Road South of Marketplace Drive
- 6) Glen Annie Road North of Calle Real

Primary access to the project site is proposed via a new 35' wide dedicated driveway on Cortona Drive, south of the hotel. Secondary access to the site would be through an existing driveway that currently serves the adjacent parcel to the north (6880 Cortona Drive). This northerly driveway would become shared in order to provide access the rear of the hotel, as well as egress from the proposed underground parking structure. Frontage improvements include:

- Widening of Hollister Avenue by 4 feet for street improvements;
- Provision of a bus turnout 30' west of Cortona Drive;
- New 5 ½ foot sidewalk, 2' parkway and curb and gutter along Hollister Avenue;
- Restriping the southbound approach of the Hollister/Cortona intersection to provide separate right and left turn lanes;
- New 4 ½ foot sidewalk and 3' parkway along Cortona Drive frontage;
- On-site pedestrian path along building and site frontage on Storke Road.

Other frontage and site improvements as conditioned by Community Services Department will include: crack seal repair to the centerline of the street along entire subject property frontage and a minimum of twenty-feet (20') beyond the limits of all trenching; street tree wells, underground service utilities, public drainage improvements including installation of drainage pipe, curb drain outlet, slot/trench drain, drop inlet, detention, erosion protection, etc., construction of ADA compliant access ramps, provision/installation of commercial standard street lights, and preservation and/or resetting of survey monuments. A bike lane will also be required by the City for that portion of westbound Hollister Avenue fronting the project site.

Thresholds of Significance

A significant impact on Transportation/Traffic would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds of significance are set forth in the City's *Environmental Thresholds & Guidelines Manual* and include the following:

- 1) The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by the value provided below or sends at least 5, 10, or 15 trips to intersections operating at LOS F, E or D, respectively.

LEVEL OF SERVICE (including the project)	INCREASE IN V/C (greater than)
A	.20
B	.15
C	.10
<u>OR THE ADDITION OF</u>	
D	15 trips
E	10 trips
F	5 trips

- 2) Project access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.
- 3) Project adds traffic to a roadway that has design features (e.g. narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with a substantial increase in traffic (e.g. rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that will become potential safety problems with the addition of project or cumulative traffic.
- 4) Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

Project Specific Impacts

- a,b) To assess potential traffic impacts resulting from the project, a traffic study was performed by Associated Transportation Engineers (Scott A. Schell, Associated Transportation Engineers, "Rincon Palms Hotel Project – Traffic, Circulation and

Parking Study,” October 17, 2007; hereinafter referred to as the “Traffic Study”), in consultation with the City’s Traffic Engineer. Project trip generation estimates were developed using rates contained in Trip Generation (7<sup>th</sup> Edition), prepared by the Institute of Transportation Engineers, for Hotels (ITE #310) and High Turnover (Sit-Down) Restaurants (ITE #932). The ITE Handbook cites studies of mixed use developments that realize 15-45% reductions in trip generation due to patronage from adjacent or nearby land uses. For the Rincon Palms analysis, a conservative mixed use adjustment of 10% was applied to recognize restaurant patrons that walk over from the adjacent hotel.

<b>Table 3 – Project Trip Generation</b>								
Land Use	Size	Mixed Use Rate	ADT		AM PHT		PM PHT	
			Rate	Trips	Rate	Trips	Rate	Trips
Hotel	112 Rooms	-	8.17	915	0.56	63	0.59	66
Restaurant	6,000 SF	10%	127.15	687	11.52	62	10.92	59
<b>Total</b>				<b>1,602</b>		<b>125</b>		<b>125</b>

Project related traffic was distributed onto the street network according to the percentages provided in Table 4, based on City data and the Goleta Traffic Model. This distribution was developed to provide a worst case analysis of potentially impacted intersections, with over 60% of project related trips distributed through the Storke/Hollister intersection. The trip distribution pattern utilized was developed based on a select zone run completed specifically for the proposed project using the City’s traffic model. The select zone model run provides a detailed analysis of the distribution pattern for the land uses proposed on the site based on the expected trip origins and destinations, trip lengths, and surrounding land uses.

Regarding the locally distributed trips, this pattern accounts for hotel guests who would shop or dine at the many restaurants and retail facilities located in the vicinity of the site, as well as primarily local residents drawn to the restaurant component of the project. A large percentage of these would be trips travelling to and from the east on Hollister Avenue, oriented to the businesses in the area, the Santa Barbara Airport and Goleta Old Town area.

Table 4 – Project Trip Distribution Percentages		
Origin/Destination	Direction	Percentage
U.S. Highway 101	West	10%
U.S. Highway 101	East	25%
Hollister Avenue	West	4%
Hollister Avenue	East	26%
Storke Road	South	12%
Glen Annie Road	North	2%
Calle Real	West	2%
Cortona Drive	East	2%
Camino Real Marketplace	-	8%
K-Mart Shopping Center	-	7%
Total:		100%

Project impact evaluations for level of service conditions on roadway segments and intersections were evaluated by comparing existing conditions to existing plus project conditions, as summarized in Table 5. Roadway segment level of service was determined by relating the estimated roadway segment average daily traffic (ADT) to a specific level of service. Signalized Intersection levels of service (LOS) were calculated utilizing the Intersection Capacity Utilization (ICU) methodology, which generates a volume to capacity (V/C) ratio that is then correlated to a specific level of service. This ICU methodology is the adopted analysis tool by the City of Goleta, County of Santa Barbara, and Santa Barbara County Association of Governments (SBCAG) for the CMP monitoring program. This is also the methodology required for the City's CEQA thresholds. Levels of service for unsignalized intersections were calculated using the Highway Capacity Manual (HCM) methodology which relates delay (seconds/vehicle) to a specific level of service. Existing peak hour volumes for the study-area intersections were derived from the Goleta General Plan, supplemented by updated count data provide by the City's Traffic Engineer. Principal results and findings of the Traffic Study are tabulated in Tables 5 through 8, while conclusions and impact determinations are summarized below:

**Roadway Segment Impacts:** The roadway segment of Storke Road north of Hollister Avenue currently carries volumes above the City's acceptable capacity rating. In such event, the City's administrative practice is to define significant impact when a project would increase existing traffic volumes by more than 1.0%. As shown in Table 5, the proposed project would increase the existing traffic volume on the roadway segment of Storke Road north of Hollister Avenue by 1.6%, thereby generating a significant roadway impact for existing and cumulative scenarios. The City has developed an improvement plan to add an additional northbound travel lane on Storke Road, to be funded by Goleta Transportation Impact Fee funding, and feasi-

ble for construction within existing City right of way on Storke Road. With the completion of this improvement, impacts would be reduced to a level of insignificance. The remaining roadway segments operate well below acceptable capacity, and would not be impacted by project related traffic.

<b>Table 5: Existing/Existing + Project Roadway ADT</b>					
<b>Location</b>	<b>Existing + Project Roadway Volumes</b>				
	<b>Acceptable Capacity</b>	<b>Existing ADT</b>	<b>Project ADT</b>	<b>Percent Change</b>	<b>Project Impact?</b>
Hollister Avenue w/o Storke Road	34,000	21,640	128	0.6%	No
Hollister Avenue e/o Storke Road	34,000	15,880	497	3.1%	No
Hollister Avenue e/o Los Carneros Road	34,000	22,000	417	1.9%	No
Storke Road n/o Hollister Avenue	<b>34,000</b>	<b>39,660</b>	<b>625</b>	<b>1.6%</b>	<b>Yes</b>
Storke Road s/o Marketplace Drive	34,000	21,350	192	0.9%	No
Glen Annie Road n/o Calle Real	14,300	8,520	32	0.4%	No

<b>Table 6: Cumulative/Cumulative + Project Roadway ADT</b>					
<b>Location</b>	<b>Cumulative &amp; Cumulative + Project Roadway Volumes</b>				
	<b>Acceptable Capacity</b>	<b>Existing ADT</b>	<b>Project ADT</b>	<b>Percent Change</b>	<b>Project Impact?</b>
Hollister Avenue w/o Storke Road	34,000	27,260	128	0.5%	No
Hollister Avenue e/o Storke Road	34,000	24,760	497	2.0%	No
Hollister Avenue e/o Los Carneros Road	34,000	25,320	417	1.6%	No
Storke Road n/o Hollister Avenue	<b>34,000</b>	<b>46,020</b>	<b>625</b>	<b>1.4%</b>	<b>Yes</b>
Storke Road s/o Marketplace Drive	34,000	24,750	192	0.8%	No
Glen Annie Road n/o Calle Real	14,300	11,070	32	0.3%	No

<b>Table 7: AM Peak Hour Intersection Capacity Utilization</b>						
<b>Location</b>	<b>Existing + A.M. Peak Hour</b>					
	<b>Existing</b>		<b>Existing + Project</b>		<b>Project Added Trips</b>	<b>Project Impact?</b>
	<b>ICU</b>	<b>LOS</b>	<b>ICU</b>	<b>LOS</b>		
<b>U.S. 101NB Ramps/ Storke Road</b>	0.66	B	0.66	B	28	No
<b>U.S. 101 SB Ramps/ Storke Road</b>	0.71	C	0.72	C	49	No
<b>Hollister Avenue / Marketplace Drive</b>	0.43	A	0.43	A	10	No
<b>Hollister Avenue/ Storke Road</b>	0.63	B	0.64	B	81	No
<b>Hollister Avenue/ Cortona Drive</b>	8.5 sec.	A	9.5 sec.	A	120	No
<b>Hollister Avenue/ Los Carneros Road</b>	0.49	A	0.49	A	32	No
<b>Storke Road/ Marketplace Drive</b>	0.36	A	0.36	A	22	No

<b>Table 8: PM Peak Hour Intersection Capacity Utilization</b>						
<b>Location</b>	<b>Existing + P.M. Peak Hour</b>					
	<b>Existing</b>		<b>Existing + Project</b>		<b>Project Added Trips</b>	<b>Project Impact?</b>
	<b>ICU</b>	<b>LOS</b>	<b>ICU</b>	<b>LOS</b>		
<b>U.S. 101NB Ramps/ Storke Road</b>	0.65	B	0.65	B	28	No
<b>U.S. 101 SB Ramps/ Storke Road</b>	0.73	C	0.74	C	49	No
<b>Hollister Avenue / Marketplace Drive</b>	0.57	A	0.57	A	10	No
<b>Hollister Avenue/ Storke Road</b>	0.77	C	0.79	C	81	No
<b>Hollister Avenue/ Cortona Drive</b>	14.1 sec.	B	15.0 sec.	B	120	No
<b>Hollister Avenue/ Los Carneros Road</b>	0.69	B	0.69	B	32	No
<b>Storke Road/ Marketplace Drive</b>	0.56	A	0.57	A	22	No

**Intersection Operational Impacts:** As shown in Tables 7 and 8, the proposed project would not significantly impact any of the study-area intersections under the Existing + Project scenario<sup>5</sup>.

Cumulative Impacts:

**Cumulative Projects:** The cumulative forecasts were developed by the City of Goleta utilizing data from the City's traffic model that was updated to include a list of approved and pending projects located in the City and the adjacent areas of the County, the City of Santa Barbara (airport area), and UCSB. The list of projects used was the most current available at time the project application was being processed by the City and is on file with the City as part of the ATE October 17, 2007 traffic study. The Camino Real Hotel Project was not a pending application at the time the modeling analysis was completed. However, inclusion of the traffic from this project into the cumulative model would not change the findings of the study. The Rincon Palms Hotel Project would not generate significant cumulative impacts to City or Caltrans facilities based on the City's thresholds, based on Goleta capital improvement projects anticipated for construction in the project area.

**Cumulative Roadway Impacts:** Table 6 above summarizes the contribution of project related traffic to cumulative conditions (existing + project + approved + pending projects). As noted above, the proposed project would increase the existing traffic volume on the roadway segment of Storke Road north of Hollister Avenue by 1.6%, thereby generating a significant roadway impact for the cumulative scenario. The City has developed an improvement plan to add an additional northbound travel lane on Storke Road, to be funded by Goleta Transportation Impact Fee funding. With the completion of this improvement, impacts would be reduced to a level of insignificance. The remaining roadway segments operate well below acceptable capacity, and would not be impacted by project related traffic.

**Cumulative Intersection Impacts:** As shown below in Table 9, the project would not have any cumulative impacts on intersections in the AM peak hour. However, as Table 10 shows, the project would significantly impact the Hollister Avenue/Storke Road and the Hollister Avenue/Cortona Road intersections (V/C increase greater than 0.01) during the P.M. peak hour under the Cumulative scenario.

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<sup>5</sup> Comments received on the draft MND noted that the addition of more than 15 PM peak hour trips to the Storke Road/US 101 SB on ramp should be noted as a significant impact. However, this threshold applies only to cumulative conditions, for which a significant impact would be considered a V/C change of .03 at an intersection operating from .80 to .85.



<b>Table 9: AM Peak Hour Cumulative Intersection Capacity Utilization</b>						
<b>Location</b>	<b>Cumulative &amp; Project A.M. Peak Hour</b>					
	<b>Cumulative</b>		<b>Cum. + Project</b>		<b>Project V/C Change</b>	<b>Project Impact?</b>
	<b>ICU</b>	<b>LOS</b>	<b>ICU</b>	<b>LOS</b>		
<b>U.S. 101NB Ramps/ Storke Road</b>	0.72	C	0.72	C	0.003	No
<b>U.S. 101 SB Ramps/ Storke Road</b>	0.83	D	0.83	D	0.007	No
<b>Hollister Avenue / Marketplace Drive</b>	0.52	A	0.52	A	0.002	No
<b>Hollister Avenue/ Storke Road</b>	0.80	C	0.81	D	0.010	No
<b>Hollister Avenue/ Cortona Drive</b>	9.4 sec.	A	10.6 sec.	B	-	No
<b>Hollister Avenue/ Los Carneros Road</b>	0.65	B	0.66	B	0.005	No
<b>Storke Road/ Marketplace Drive</b>	0.49	A	0.49	A	0.004	No

<b>Table 10: PM Peak Hour Cumulative Intersection Capacity Utilization</b>						
<b>Location</b>	<b>Cumulative &amp; Project P.M. Peak Hour</b>					
	<b>Cumulative</b>		<b>Cum. + Project</b>		<b>Project V/C Change</b>	<b>Project Impact?</b>
	<b>ICU</b>	<b>LOS</b>	<b>ICU</b>	<b>LOS</b>		
<b>U.S. 101NB Ramps/ Storke Road</b>	0.74	B	0.75	B	0.005	No
<b>U.S. 101 SB Ramps/ Storke Road</b>	0.87	D	0.88	D	0.007	No
<b>Hollister Avenue / Marketplace Drive</b>	0.60	A	0.61	A	0.003	No
<b>Hollister Avenue/ Storke Road</b>	<b>0.94</b>	<b>E</b>	<b>0.95</b>	<b>E</b>	<b>0.010</b>	<b>Yes</b>
<b>Hollister Avenue/ Cortona Drive</b>	<b>&gt;50 sec.</b>	<b>F</b>	<b>&gt;50 sec.</b>	<b>F</b>	<b>4.1%</b>	<b>Yes</b>
<b>Hollister Avenue/ Los Carneros Road</b>	0.84	D	0.84	D	0.005	No
<b>Storke Road/ Marketplace Drive</b>	0.61	B	0.62	B	0.005	No

(i) In regard to the Hollister Avenue/Storke Road intersection, the Goleta General Plan includes various improvements that would retain an LOS D operation upon completion. The Goleta General Plan also determines that LOS D is an acceptable operation for this location. These improvements include freeway overcrossings at Ellwood Station and La Patera Lane, and the extension of Phelps Road from Storke Road to Los Carneros Road. The proposed project would contribute toward the construction of these improvements, listed on the City's Capital Improvement Program, through the payment of GTIP fees, and with such payment, cumulative impacts associated with the proposed project would be reduced to a level of insignificance.

(ii) In regard to the Hollister Avenue/Cortona Drive intersection, Cumulative + Project traffic is forecast to result in a LOS F during the P.M. peak hour. The poor LOS is related to the outbound left-turn traffic from Cortona Drive onto Hollister Avenue. The cumulative traffic forecasts provided by the City show a significant increase in eastbound and westbound through traffic on Hollister Avenue, which reduces the gaps available for the outbound left turns from Cortona Drive. The Cumulative peak hour volumes at the intersection meet signal warrants. However, installation of a traffic signal is not recommended due to the proximity of the Storke Road/Hollister Avenue intersection. The traffic signal at Cortona Drive/Hollister Avenue would require coordination of the two signals and would degrade operations at the Storke Road/Hollister Avenue intersections.

An improvement project that could improve future operations at this intersection is the installation of traffic signals at the Hollister Avenue/Coromar Drive intersection, which is located to the east of the Cortona Drive/Hollister Avenue intersection. This signal would provide an alternate route for the Cortona Drive outbound traffic that would experience heavy delays due to the increase in eastbound and westbound through traffic on Hollister Avenue.

The Rincon Palms Project will be required to either install (or bond for this installation) of a traffic signal at the Coromar Drive/Hollister Avenue intersection, including a traffic signal interconnect to Hollister Avenue signals. This contribution would mitigate the cumulative impacts of the project Cortona Drive/Hollister Avenue. The project's fair share contribution to the installation of the signals at the intersection is 8.9%, subject to review by the City Community Services Department.<sup>6</sup> The project would also be required to restripe the southbound approach of Cortona Drive to provide separate left and right turn lanes to Hollister Avenue.

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<sup>6</sup> It should also be noted that the Cabrillo Business Park Project has been required to install the traffic signal Hollister Avenue/Coromar Drive as a condition of approval. If the Rincon Palms Project is completed before the Cabrillo Business Park Project, the traffic signal would need to be installed by the Rincon Palms applicant prior to occupancy, and the costs of the signal would be subject to a reimbursement agreement with the City.

**Congestion Management Program Analysis:** The Santa Barbara County Association of Governments (“SBCAG”) has developed a set of traffic impact thresholds to assess the impacts of land use decisions on regional transportation facilities located within the Congestion Management Program (“CMP”) roadway system. Of the study area intersections included within the CMP, the Storke Road/U.S. 101 southbound ramps and the Storke Road/Hollister Avenue intersection are forecast to operate at LOS E under Cumulative + Project conditions. The CMP requires that deficiency plans be prepared when an intersection reaches LOS E. Currently, this intersection operates at LOS C. As noted above, the Goleta General Plan includes various improvements that would retain an acceptable LOS D at these particular intersections upon completion, thereby meeting City standards and maintaining an LOS better than LOS E, thus complying with CMP criteria. The proposed project would contribute toward the construction of these improvements through the payment of GTIP fees, and with such payment, cumulative impacts associated with the proposed project would be reduced to a level of insignificance.

- c) The proposed project is located within two miles of the Santa Barbara Airport but is outside of the designated Airport Approach and Clear Zone. As such, the project would not expose people or structures to a significant risk of loss, injury or death involving airport operations nor would it conflict with the County Airport Land Use Plan.
- d) The initial site plan filed in connection with the project entitlement application dated February 7, 2007, was revised to address comments made by staff and County Fire Department personnel regarding internal circulation and emergency vehicle access. The initial review revealed several areas of concern including the need to: flatten the curb radius of on-site landscape planters to provide comfortable turning movements; interconnect perimeter sidewalks to on-site pedestrian paths (along Storke Road in particular); add a continuous sidewalk in front of the compact parking stalls at the rear of the hotel; increase the minimum width of driveway entrances to the subterranean parking from 16’ to 20’; adjust the turn radius/driveway widths at the subterranean parking entrance to accommodate safe/convenient turning movements; relocate the proposed driveway entrance on Cortona further removed from the Hollister intersection; reconfigure the driveway aisles at the rear of the hotel as well as the subterranean parking to achieve better symmetry/alignment; and give further study to the distribution of compact parking stalls at the front of the hotel. These issues were subsequently addressed through DRB’s Conceptual Review and are reflected in the most recent iteration of project plans last revised on October 24, 2007 and March 2008 (as reviewed by County Fire Department, as discussed under Public Services above).
- e) Based on the project’s incorporation of design modifications related to on site circulation and driveway access points, as also discussed under “Public Services” above, potential impacts on emergency access would be considered less than significant.

f) A shared parking analysis was conducted for the proposed project as part of the ATE Traffic Study. The inventory of available parking is summarized in Table 11 and includes a total of 160 spaces proposed on the project site (105 surface stalls and 55 garage stalls), 29 spaces on the adjacent lot to be used through a reciprocal parking agreement (only available after 5:00 p.m. on weekdays and all day on weekends). The layout of the shared parking spaces would provide access to both the hotel and R&D site as the 90-degree stalls are located along a central driveway shared by both parcels. On the adjacent research and development parcel, there are 181 existing spaces, and 17 are proposed to be constructed at the east end of the driveway, for a total of 198 to serve that R&D parcel. As Table 11 indicates, the supply of available parking exceeds the minimum amount required by City Ordinance.

Compliance notwithstanding, an independent assessment was made of parking demand based on actual studies and industry standards. Demand calculations are summarized in Table 12 while a comparison to parking supply is displayed in Table 13. In summary, parking demand for the existing research-manufacturing facility and the proposed hotel/restaurant project would require up to 184 spaces which could be accommodated during a typical weekday or weekend if a shared parking agreement is provided; absent such an agreement, impacts attributable to the proposed project would be considered potentially significant.

Project Land Use	Parking Supply				Zoning Requirements				Surplus/Deficit
	Exist'g	Shared	New	Total	Patrons	Employees	Loading	Total	
Hotel					112	10		122	
Restau-rant					18	12		30	
Total		29	160	189			1	152	36
R&D Parcel	181		17	198		121	1	122	+76

**NOTES:**

1. "Shared" parking consists of surface parking on the R&D Property that will only be available after 5:00 p.m. on weekdays and all day on weekends to serve the proposed project.
2. "Zoning Requirements" reflect the calculated amount of on-site parking necessary to satisfy City Ordinance standards based on attributes specific to each property (Article III, Chapter 35, Division 6 of the Goleta Municipal Code).

<b>Table 12: Parking Demand Analysis</b>						
<b>Project Land Use</b>	<b>Peak Periods</b>		<b>Weekdays</b>		<b>Weekends</b>	
	<b>Daytime Peak</b>	<b>Evening Peak</b>	<b>Daytime Peak</b>	<b>Evening Peak</b>	<b>Daytime Peak</b>	<b>Evening Peak</b>
Hotel	12-1 p.m.	8-9 p.m.	94	97	93	112
Restaurant	12-1 p.m.	8-9 p.m.	63	52	91	63
Total			157	149	184	175
<b>R&amp;D Property</b>	n.a.	n.a.	156	n.a.	n.a.	n.a.

**NOTES:**

1. Peak parking demand for the proposed hotel and restaurant is based on Urban Land Institute standards ("Shared Parking," Urban Land Institute, 2<sup>nd</sup> Edition, 2005) utilizing the following parking demand factors: 1.15 spaces/hotel room and 10.5 spaces/sq.ft. of restaurant space.
2. Parking demand for the R&D Property is based on studies conducted at the University Business Center located adjacent to Los Carneros Road and Hollister Avenue utilizing weekday demand factor of 2.58 spaces/1,000 sq.ft. of building area.

<b>Table 13: Shared Parking Summary</b>						
<b>Land Use</b>	<b>Weekdays</b>			<b>Weekends</b>		
	<b>Available Supply</b>	<b>Peak Demand</b>	<b>Surplus/Deficit</b>	<b>Available Supply</b>	<b>Peak Demand</b>	<b>Surplus/Deficit</b>
<b>Proposed Project</b>	160	157	+3	189	184	+5
<b>R&amp;D Property</b>	198	156	+42	n.a.	n.a.	n.a.

**NOTES:**

1. Available Supply is derived from Table 11.
2. Peak parking demand is derived from Table 12 and reflects the largest number of parking spaces among the two peak demand periods.

g) An unknown number of guests and employees of the proposed project would be transit dependent; that is, they would rely upon public transportation as their principal means of access (e.g., business travelers who arrive at the proposed hotel directly from the Santa Barbara Municipal Airport). An existing bus stop exists along the Hollister Avenue frontage of the project site. The contribution of transit users to the City service area would be considered a potentially significant impact.

Required Mitigation Measures

1. **IMPROVEMENT PLANS:** Detailed street improvement plans for the proposed project shall be prepared for review and approval by the City's Community Services De-

partment. The drawings and specifications shall substantially conform to the Preliminary Development Plans and incorporate the following: (i) the improvements described in the "Existing Setting" above; (ii) relocation and reconstruction of a bus stop in accordance with current City standards, including concrete pad, sign, bench, trash receptacle and shelter; and (iii) dedication/alignment of right-of-way along Hollister Avenue and Storke Road as necessary to accommodate perimeter parkway improvements, bike lane and bus turnout. **Plan Requirements & Timing:** The project plans shall be updated and resubmitted for review and approval by the City's Public Works Department prior to and as a condition precedent to issuance of any LUP for the project. The required street improvements shall be installed and approved in the field by City staff prior to any occupancy clearance.

**MONITORING:** City staff shall verify compliance with the requirement to prepare modified plans. City staff shall inspect and approve the completed street improvements prior to any occupancy clearance.

2. **TRAFFIC IMPACT MITIGATION (COROMAR/HOLLISTER):** The applicant shall either; 1) install a traffic signal at the Coromar Drive/Hollister Avenue intersection, including a traffic signal interconnect to the adjacent traffic signals on Hollister Avenue as well as modifying the southbound approach on Coromar Drive to provide one left-turn lane and one through-right lane, or 2) bond for installation of this traffic signal and related improvements, to address the Rincon Palms fair share contribution to this improvement of 8.9%. It is noted that this mitigation measure is also included as mitigation for impacts that would occur as a result of the Cabrillo Business Park and Village at Los Carneros developments, as identified in the EIR's for those projects. If the Cabrillo Business Park or Villages at Los Carneros projects are constructed prior to issuance of the first occupancy clearance at Rincon Palms, this measure will not be required for the Rincon Palms project. If the Cabrillo Business Park or Villages at Los Carneros projects are not implemented prior to the timing requirements for this mitigation measure as noted below, the City shall initiate and implement a reimbursement agreement that would require future projects contributing to traffic impacts necessitating these improvements to pay the Rincon Palms project their pro-rata share of the improvement costs. **Plan Requirements and Timing:** The design of the signal and roadway improvement shall be reviewed and approved by the City prior to approval of any Land Use Permit for public road improvements. The signal and roadway improvement shall be either; 1) constructed by the applicant and approved by the City prior to the first occupancy clearance for the project, or 2) the applicant shall post a performance security deemed adequate by the City to cover the cost of all such improvements prior to the first occupancy clearance. Occupancy clearance shall not be issued until all of the aforementioned improvements are either fully completed or bonds for such improvements have been posted.

**Monitoring:** City staff shall verify signal and roadway design review and approval prior to recordation of the final map or approval of a Land Use Permit for public road improvements and shall either; 1) verify installation of the signal and all other related improvements as described above prior to the first occupancy clearance for the project,

or 2) verify posting of an adequate performance security for these improvements prior to the first occupancy clearance. The performance security shall be released upon completion as determined by the City of the signal and related improvements.

3. **TRAFFIC IMPACT MITIGATION (STORKE ROAD):** The applicant shall implement, or provide for implementation of, an additional northbound lane on Storke Road north of Hollister Avenue. If the Cabrillo Business Park or Villages at Los Carneros projects are not implemented prior to the Rincon Palms project, the City shall initiate and implement a reimbursement agreement that would require future projects contributing to traffic impacts necessitating these improvements to pay the Rincon Palms project their pro-rata share of the improvement costs. **Plan Requirements and Timing:** The applicant shall submit Improvement Plans for review and approval by the City of Goleta. Cost of improvements and/or payment of fees shall be per the applicant's fair share contribution to this roadway impact and in consideration of the Cabrillo Business Park and Villages at Los Carneros

**MONITORING:** The City of Goleta shall ensure compliance prior to land use permit, bundling permit, or occupancy clearance as appropriate.

4. **SHARED PARKING:** The applicant shall prepare and record a shared parking and reciprocal access agreement to facilitate conjunctive use of parking on the project site and the adjacent parcel to the north, including the elimination of fencing that currently obstructs driveway access between the two properties. The agreement shall be in a form acceptable to the City and shall be recorded as a covenant against both parcels. **Plan Requirements & Timing:** The reciprocal access and shared parking agreement shall be submitted for review and approval by City staff, and thereafter recorded against both properties, prior to and as a condition precedent to issuance of any LUP for the project.

**MONITORING:** City shall verify recordation of the reciprocal access and shared parking agreement prior to issuance of any LUP for the project.

5. **GTIP FEES:** The project applicant shall pay impact mitigation fees toward the Goleta Transportation Improvement Program ("GTIP"). **Plan Requirements & 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.

### Residual Impact

With implementation of these mitigation measures, residual project specific Transportation/Traffic impacts would be considered less than significant. Mitigation to address deficiencies in emergency vehicle access is identified under the discussion of Public Services (Fire Protection Services) of this document.

**UTILITIES & SERVICE SYSTEMS**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>	<b>See Prior Document</b>
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				✓	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓			
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?		✓			
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		✓			
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓		
g. Comply with federal, state, and local statutes and regulations related to solid waste?				✓	

Existing Setting

*Sewage Disposal*

The Goleta West Sanitary District (GWSD), provides wastewater collection to the western portion of the City, including the project site. The eastern portion of the City is served by Goleta Sanitary District, which collects, treats, and disposes of all wastewater, including wastewater received from GWSD. The District's wastewater treatment



plant has a current capacity of 9.7 million gallons per day (MGPD) with a RWQCB permitted treatment capacity of 7.64 MGPD and a current throughput of 5.5 MGPD (Comstock Homes Development & Ellwood Mesa Open Space Plan EIR, 04-EIR-01, 2004).

#### *Water Supply*

The Goleta Water District (GWD) provides water for the Hollister Avenue corridor and operates under the Wright Judgment that prohibits overdrafting of the Goleta Groundwater Basin (GGWB) and required the basin to be returned to a hydrologically balanced condition by 1998. The District draws its water supply from Lake Cachuma, the State Water Project, the GWB, and wastewater reclamation for a total yearly supply of between 15,486 to 17,672 acre feet per year ("AFY") depending upon drought conditions. Average current demand for GWD water in the City of Goleta is currently 5,528 AFY, increasing to 6,792 in the year 2030 (General Plan Final EIR, Tables 3.9-1 and 3.9-2).

#### *Stormwater Control Facilities*

The proposed project is located outside of mapped flood hazard areas (Figure 5-2 of the Goleta General Plan) and is part of Tract 10,212 Unit 1. A condition of approval for the tract was the construction of a storm drain system capable of handling full build-out of all lots with the subdivision. As described under Biological Resources, all stormwater runoff either percolates into the surface of the site or sheet flows to storm water outlets located along Hollister Avenue and Cortona Drive. The proposed project would cover approximately 57% the entire site with impervious surfaces, including approximately 75,100 ft<sup>2</sup> of paved areas and buildings.

#### *Solid Waste*

Solid waste generated in the City is collected by BFI, Marborg, and Allied Waste and transported to the Tajiguas Landfill 20 miles to the west of Goleta on the Gaviota Coast. The County has received approval from the RWQCB and the State Integrated Waste Management Board to expand the landfill to provide for an additional 13 years of solid waste disposal capacity. The landfill now has sufficient capacity to provide solid waste disposal services to the South Coast until 2020 (General Plan Final EIR, page 3.12-16).

#### Thresholds of Significance

A significant impact on Utilities & Service Systems would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, under the City's *Environmental Thresholds & Guidelines Manual*, a project that would generate 196 tons of solid waste/year, after receiving a 50% credit for source reduction, recycling, and composting would result in a project specific, significant impact on the City's solid waste stream. Any project generating 40 tons/year, after receiving a 50% credit for source reduction, recycling, and composting would be considered to make an adverse contribution to cumulative impacts to the City's solid waste stream.

#### Project Specific Impacts

- a,b,e) Based on a GWSD generation factor of 100 gallons per day of wastewater for every 1,000 square feet of habitable commercial building space, the proposed project is estimated to generate roughly 6,600 GPD. GWSD has issued a Sewer Service Availability letter for the proposed project and indicates that 34 ERU (equivalent residential unit) are presently available to serve the project. This allotment amounts to between 6,256 and 7,480 GPD and represents approximately 0.13% of the remaining available treatment capacity. Although the GWSD has issued a Sewer Service Availability letter, a firm commitment and reservation of a capacity has not yet been secured. As such, the proposed project poses a potentially significant impact on the availability and adequacy of wastewater disposal service.
- c) The proposed project is part of Tract 10,212 Unit 1. A condition of approval for the tract was the construction of a storm drain system capable of handling full build-out of all lots with the subdivision. Computer modeling performed in conjunction with a Preliminary Hydraulic Report shows that storm drain pipes and sidewalk drains are adequate to handle storm event flows. On-site landscaped bioswales are used to reduce the level of contaminants picked up by stormwater runoff as it leaves the project site. According to the treatment control best management practice for biofilters (TC-4) contained in the "California Storm Water Best Management Practice Handbook," the project site requires approximately 2,520 square feet of biofilter as compared to a total of 7,250 square feet provided; nearly three times the amount necessary. Additional Best Management Practices ("BMPs") are proposed as mitigation to further reduce impacts. With these measures, the quality and quantity of stormwater runoff from the site considered less than significant. As such, the proposed project would not require the construction of any new stormwater facilities and as such, no corresponding environmental impacts normally associated with such facility construction and/or expansion would not occur.
- d) Based on the Water Duty Factors as noted in the City's *Environmental Thresholds & Guidelines Manual*, the proposed project is expected to require approximately 27.18 AFY, roughly equivalent to 2.2% of the City's total forecasted demand through 2030, and less than 0.2% of the GWD's total annual supply. While this level of estimated demand would not necessitate any new entitlements, resources, or require expansion of any existing entitlements, and although the applicant has obtained a Water Classification letter from GWD, a firm commitment and reservation of a capacity has not yet been secured. Until such a commitment is given by the GWD, a final determination as to the availability of central water service by the GWD to serve the proposed project cannot be made. As such, the proposed project poses a potentially significant impact on the availability and adequacy of water service.
- f,g) As noted above, projects that are estimated to generate 196 tons/year or more of solid waste, after receiving a 50% credit for source reduction, recycling, and composting, are considered to pose a significant, project specific impact. Based on the solid waste generation factors noted in the City's *Environmental Thresholds & Guidelines Manual*, the proposed project is expected to generate approximately

158.6 tons/year in solid waste. A 50% source reduction allowance would reduce the waste stream to 79.3 tons/year, well below the 196 tons/day impact threshold. As such, project specific impacts on the solid waste flow into the Tajiguas Landfill would be considered adverse but less than significant. Furthermore, the proposed project would not result in the generation of any solid waste in violation of any Federal, State, or local solid waste regulations or statutes.

### Cumulative Impacts

Project contributions to cumulative impacts on public utilities or service systems such as wastewater collection and treatment, potable water supplies, storm drain and runoff control infrastructure, or the Tajiguas Landfill would be less than significant.

### Required Mitigation Measures

1. **WASTEWATER CAPACITY:** 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. **Requirements & 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.

2. **WATER SERVICE COMMITMENT:** A CAWS from the Goleta Water District (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 & Timing:** A CAWS shall be forwarded to the City of Goleta prior to issuance of any LUP for the project.

**Monitoring:** 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.

3. **WATER CONSERVATION:** 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 irrigation shall be installed; (iii) plant material shall be grouped by water needs; (iii) no turf shall be allowed on slopes of over 4%; (iv) extensive mulching (2” minimum) shall be used in all landscaped areas

to improve the water holding capacity of the soil by reducing evaporation and soil compaction; and (v) soil moisture sensing devices shall be installed to prevent unnecessary irrigation. Indoor water use shall be limited through the following measures: (i) all hot water lines shall be insulated; (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 in commercial structures shall be equipped with self-closing valves. **Implementation and Timing:** The outdoor water conserving measures shall be incorporated into the final landscape plan that is submitted for review and approval by DRB pursuant to Mitigation Measure #4 under Aesthetics. 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.

4. **SOLID WASTE MANAGEMENT PROGRAM:** The applicant shall develop and implement a Solid Waste Management Program. The program shall identify the amount of waste generation projected during processing of the project. The program shall include the following measures, but is not limited to those measures:

General

- a) Provision of at least 50 ft<sup>2</sup> of space and/or bins for storage of recyclable materials within the project site.
- b) Implementation of a green waste source reduction program focusing on recycling of all green waste generated onsite.

Commercial Only

- a) Development of a Source Reduction Plan ("SRP"), describing the recommended program(s) and the estimated reduction of the solid waste disposed by the project. For example, the SRP may include a description of how fill will be used on the construction site, instead of sending excess fill material to a landfill, or a detailed set of office procedures such as use of duplex copy machines and purchase of office supplies with recycled content.
- b) Implementation of a program to purchase materials that have recycled content for project construction and/or operation (i.e., plastic lumber, office supplies, etc.). The program could include requesting suppliers to show recycled materials content. To ensure compliance, the applicant shall develop an integrated solid waste management program, including recommended source reduction, recycling, composting programs, and/or a combination of such programs, subject to City staff review and approval prior to issuance of any certificate of occupancy

**Plan Requirement & Timing:** The applicant shall submit the Solid Waste Management Program to City staff for review and approval prior to approval of any LUP

for the project. Program components shall be implemented prior to occupancy clearance and throughout the life of the project.

**MONITORING:** City staff shall site inspect during construction and prior to occupancy to ensure solid waste management components are established and implemented.

5. **CONSTRUCTION WASTE RECYCLING:** Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g., concrete asphalt). During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite. **Plan Requirements:** This requirement shall be printed on the grading and construction plans. **Timing:** Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to occupancy clearance.

**Monitoring:** City staff shall verify compliance prior to occupancy clearance.

#### Residual Impact

With implementation of the above mitigation measures, residual project specific and cumulative impacts on Utilities & Service Systems, would be considered less than significant.

**MANDATORY FINDINGS OF SIGNIFICANCE**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓			
b. Does the project have the potential to achieve short-term to the disadvantage of long-term environmental goals?			✓		
c. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓			
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓			
e. Is there disagreement supported by facts, reasonable assumptions predicated upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR ?				✓	

#### **14. PREPARERS OF THE INITIAL STUDY, CONTACTS, AND REFERENCES**

**Preparers of the Initial Study:** This document was prepared under the direction and approval of the City of Goleta.

**Contributors and Contacts:** The following individuals participated in the analysis of the proposed project or otherwise furnished information vital to preparation of this document.

City of Goleta

Steve Wagner, Director of Public Works  
Steve Chase, Director Planning and Environmental Services  
Jim Biega, Contract Traffic Engineer  
Patricia Miller, Planning Manager  
Marti Schultz, Senior Engineer  
Diana White, Assistant Engineer  
Laura Bridley, Contract Planner, Goleta PES Department

Public Agencies

Goleta Water District (Carrie Bennett)  
Santa Barbara Metropolitan Transportation District (Cynthia Boche)  
County of Santa Barbara (Glenn Fidler, Kate Sulka, Andrea Murphy, Jon Frye)  
Santa Barbara Air Pollution Control District (Vijaya Jammalamadaka)

**References:** The following documents were consulted during preparation of this document and form the basis of the relevant findings and conclusions:

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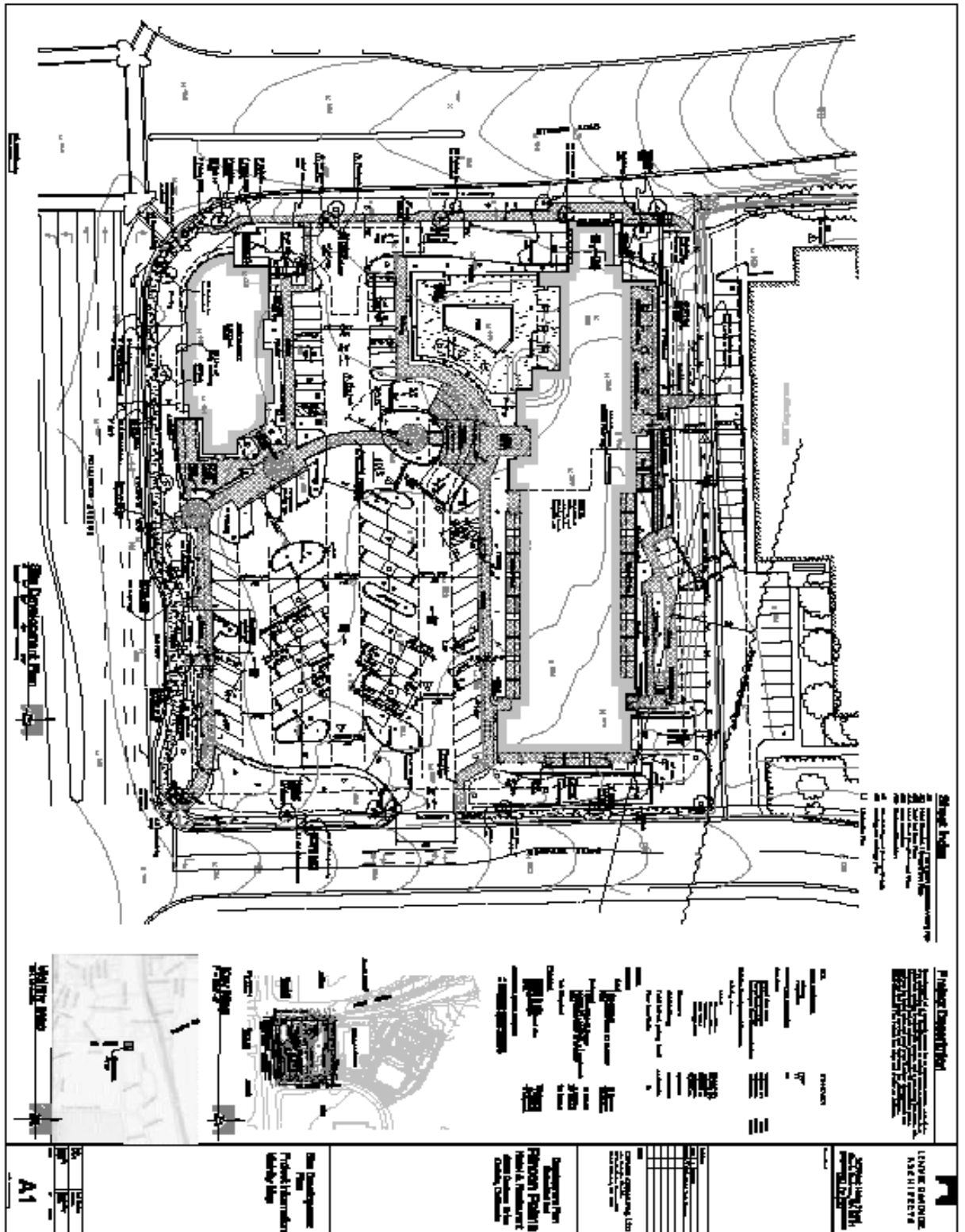
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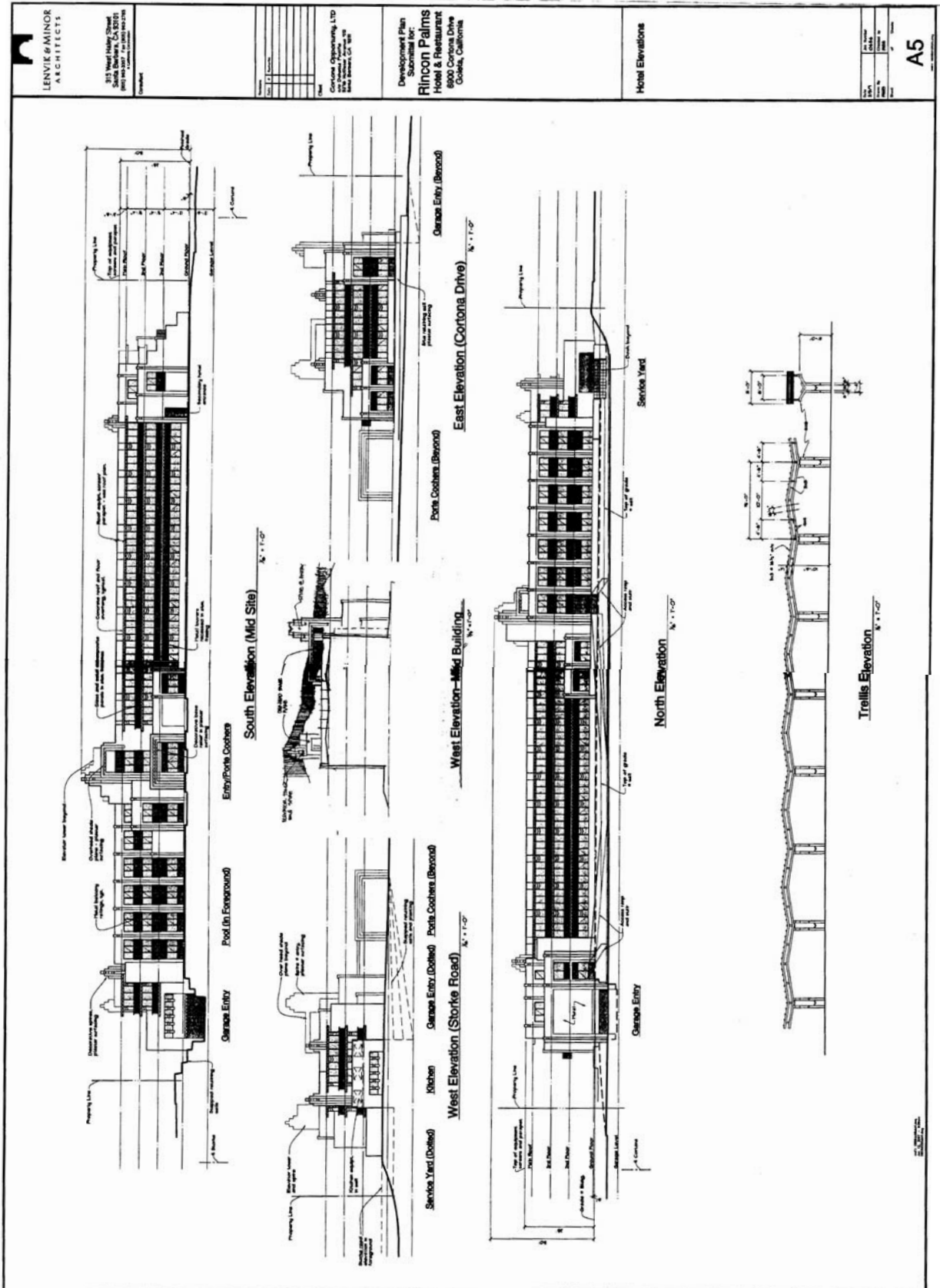
## **15. ATTACHMENTS**

- A. Site Plan
- B. Preliminary Landscape Plan
- C. Elevations
- D. Proposed General Plan Amendment
- E. Proposed Zoning Ordinance Amendment









## **ZONING ORDINANCE AMENDMENT Case Nos. 07-020-OA**

### **Sec.35-251           HO - Hotel Overlay** (Amended by Ord. *[to be inserted]*)

#### ***Sec. 35-251.1. Purpose and Intent***

This Overlay District is only applicable to property having a land use designation of Business Park (I-BP) or Office and Institutional (I-OI), with a Hotel Overlay as shown on the General Plan Land Use Map. The purpose of this district is to facilitate the co-existence of commerce and hospitality services. By creating diverse and complementary employment opportunities and related economic activities, the intent is to minimize impacts to surrounding neighborhoods, manage traffic patterns and centralize services.

#### ***Sec.35-251.2. Permit and Processing Requirements***

All new structures and development as well as alterations to existing structures within the HO Overlay District shall be subject to review by the Design Review Board. No permits for development within the Hotel Overlay project shall be issued except in conformance with an approved Development Plan (Section *[to be inserted]*).

#### ***Sec. 35-251.3. Setbacks, Height Limits, and Other District Restrictions***

Except as stipulated below, all new structures and development as well as alterations to existing structures shall comply with the requirements of the base zone, including exceptions as allowed by Development Plan approval.

1. The maximum FAR for hotel uses within the HO Overlay District shall be 0.6.
2. There may be a percentage of joint use of parking spaces. In this regard, conjunctive use shall be defined as the joint use of parking spaces for two or more land uses where the hours of operation and demand for parking are such that the parking spaces can be used by the individual uses at different times of the day or week and, therefore, can serve more than one use. The intent is to provide for possible reduction in the number of parking spaces ordinarily required for two or more land uses and the sharing of parking spaces under a set of unique circumstances, including the compatibility of the land uses, adjacent properties, and lack of need for separate parking facilities. A reduction in the number of required parking spaces may be granted subject to and contingent upon: (i) site-specific parking studies that account for shared uses conducted on the property; (ii) approval as part of the Development Plan.