ATTACHMENT 5

Proposed Final Mitigated Negative Declaration

CITY OF GOLETA
FINAL MITIGATED NEGATIVE DECLARATION

1. **PROJECT TITLE:** Marriott Residence Inn and Hollister Center; Case Nos. 07-007-GPA, -OA, -DP, -TPM; 07-167-DP AM

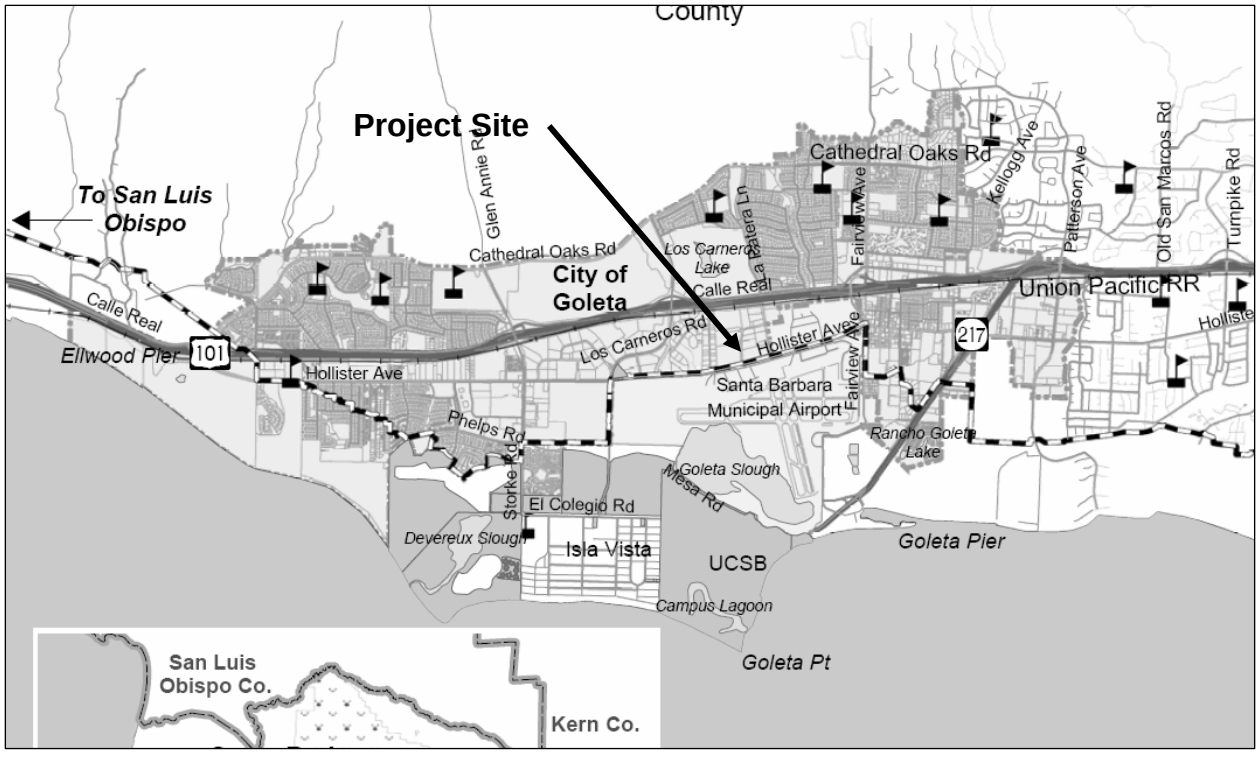
2. **LEAD AGENCY NAME & ADDRESS:** City of Goleta, 130 Cremona Drive, Suite B, Goleta, CA 93117

3. **CONTACT PERSON & PHONE NUMBER:** Laura M. Bridley, 805/966-7260 /Patricia Miller, 805/961-7540

4. **APPLICANT:**

Robert Olson, R.D. Olson Development, 2955 Main Street, Irvine, CA 92614
Russ Goodman, Sares Regis Group, 500 Esplanade Drive, Suite 470, Oxnard, CA 93036
Jane Gray, Dudek, 621 Chapala Street, Santa Barbara, CA 93101 (Agent)

5. **PROJECT LOCATION:** 6300 Hollister Avenue; APN 073-050-020



6. **PROJECT DESCRIPTION:** The application includes a 140-room extended stay hotel (with Marriott Residence Inn identified as the operator) on a vacant parcel located at the northeast corner of Hollister Avenue and Robin Hill Road. The hotel site occupies the westerly 3.79 acres of a larger 10.95-acre parcel. A lot split is proposed to create a smaller, separate parcel for the hotel development, while providing for reciprocal access and parking with the adjacent research-manufacturing facility. The property has a Business Park land use designation, with Hotel Overlay, and is presently zoned M-RP (Industrial Research Park). Specific elements of proposed project include the following:

   General Plan Amendment (Case No. 07-007-GPA): The proposal includes a request to amend the current adopted General Plan by: (i) eliminating FAR limits, thereby allowing the project to be developed to an FAR of 0.60 compared to the current policy threshold of 0.50 as specified in Table 2-3 of the Land Use Element; and (ii) eliminating the maximum building height limit of 35 feet, thereby allowing the project to obtain an exception under the Zoning Ordinance for a maximum variance of 5'-1". These modifications parallel concurrent amendments by the City and are being processed in conjunction with the proposed project to ensure continuity of actions.

   Ordinance Amendment (Case No. 07-007-OA): 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 would require approval of a Development Plan.

   Development Plan (Case No. 07-007-DP): The proposed hotel includes 140 rooms, each equipped with a small kitchen to facilitate extended stays, contained within approximately 98,735 square feet of total floor area and designed in a U-shape configuration, framed by three building wings, each three stories in height. The main entrance is oriented toward Hollister Avenue with access served from both Hollister Avenue and Robin Hill Road. Surface parking (totaling 139 spaces as compared to 144 that are required) is oriented around the outward perimeter of the buildings. Proposed uses include a pool, pool storage building, fitness center, library, guest laundry, and approximately 2,000-square feet of meeting space. The project, as presently designed, would require modification of various development standards including: hardscape and parking encroachments within the setback area along Hollister Avenue and Robin Hill Road; satisfying on-site parking requirements through conjunctive/shared use with the adjacent parcel;

and allowing height exceptions for vertical elements beyond 35 feet (to approximately 40 feet).

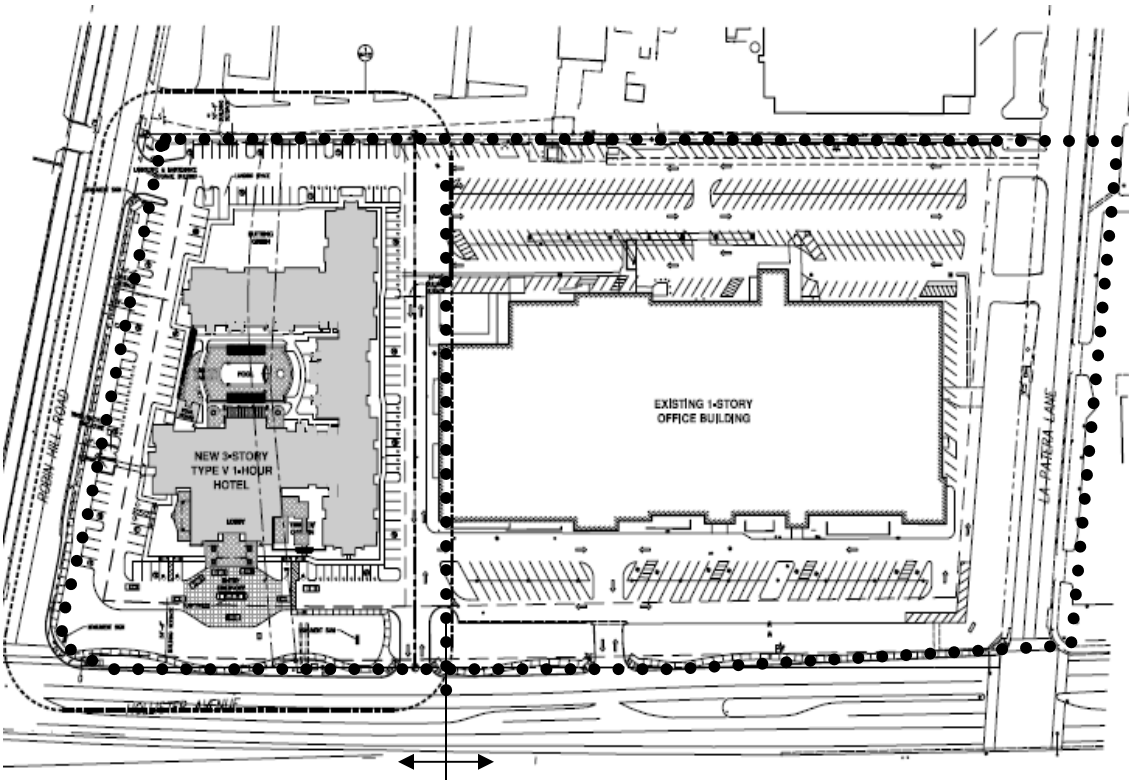
Development Plan Amendment (Case No. 07-167-DPAM1): Although a lot split is proposed to separate the hotel from the adjacent business center, the two would be linked by a reciprocal parking and access easements. The results of a conjunctive use parking study show that a combined total of 490 stalls can be provided on both parcels compared to 446 that would be required to serve existing and proposed uses, resulting in a surplus of 44 spaces. An amendment to the Development Plan for the existing research-manufacturing facility will: (i) account for the parcel split that severs the proposed Marriott Residence Inn project (totaling 3.79 acres) from the balance of the 10.95-acre parent parcel; (ii) institute reciprocal access and parking covenants that encumber both parcels; and (iii) allow a modification of development standards to account for as-built conditions (i.e., parking lot layout and drive aisle widths, hardscape and parking encroachments within the setback areas along Hollister Avenue and La Patera, and landscape coverage of less than 30%).

Design Review Board (Case No. 07-007-DRB): The proposed architecture is characterized as contemporary Mediterranean with emphasis on smooth stucco finish, accent awnings, wood trellis, cornice mouldings and concrete roof tile. The City's Design Review Board ("DRB") conducted a conceptual review of the project and focused on the following issues: project context and integration with the overall setting and scale of adjacent buildings; drainage, hardscape and landscape features that facilitate bio-filtration and enhance aesthetics; architectural articulation to break rooflines, stair-step elevations and reduce the perceptual profile of the three-story building. 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.

Tentative Parcel Map (Case No. 07-007-TPM): The proposed lot split that severs the proposed Marriott Residence Inn project (totaling 3.79 acres; identified as Parcel 2 on the Site Map below) from the balance of the 10.95-acre parent parcel (identified as Parcel 1) will be accomplished by means of Vesting Tentative Parcel Map. Improvements required by the City in connection with this Map include a 6'-wide sidewalk, 4'-wide parkway with street trees, crack seal from the centerline of Hollister Avenue and Robin Hill Road to a distance of twenty-feet (20') beyond the limits of all trenching, underground service utilities, public drainage improvements, installation of commercial standard street lights, and preservation and/or resetting survey monuments. The public right-of-way for Hollister Avenue is contained within the City of Santa Barbara and frontage improvements are largely governed by this jurisdiction.

7. **APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES:** City of Santa Barbara (Public Improvement Permit) and possibly the California Coastal Commission (Coastal Development Permit for roadway improvements).

Figure 1: Site Map



Parcel 2
3.79 Acres Proposed
Marriott Residence Inn Hotel

Parcel 1
7.16 Acres Existing Research
Manufacturing Facility

8. SITE INFORMATION:

Site Information	
General Plan Land Use Designation	Business Park
Zoning Ordinance, Zone District	Article III (Inland Zoning Ordinance), Zoned M-RP (Industrial Research Park)
Site Size	10.95 acres
Present Use and Development	3.79 acres unimproved; 7.16 acres research-manufacturing facility
Surrounding Uses/Zoning	North: Professional Office and Light Manufacturing South: Santa Barbara Municipal Airport East: La Patera Lane; Commercial Retail West: Robin Hill Road; Light Manufacturing
Access	Existing: One access driveways off of Hollister Avenue and Robin Hill Road, and two access driveways off of La Patera Lane Proposed: Two access driveway off of Hollister Avenue and La Patera Lane and one access driveway off of Robin Hill Road
Utilities & Public Services	Water Supply: Goleta Water District Sewage: Goleta 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 15 feet above sea level) to the southwest (approximately 12 feet above sea level) for an overall slope of less than 1% across the property.

Fauna and Flora
Parcel 1 is fully developed and occupied by a research-manufacturing facility; Parcel 2 totaling 3.79 acres is partially improved with parking surfaces and balance consists of grass, shrubs and ornamental landscaping. No native plant or tree species exist onsite, and per the City's adopted General Plan (Conservation Element, Figure 4-1), there are no rare, endangered, or special status animal species.

Archaeological Sites
The proposed hotel is located partly within and adjacent to a very small portion of archeological site CA-SBA-58, located adjacent to the former northerly boundary

of the Goleta Slough. The site was recorded in the 1920s. A definitive Extended Phase 1 site boundary definition program and Phase 2 archaeological significance investigation of the portion of CA-SBA-58 located within the project site was performed in 1980 and documented by Earth Metrics, Inc., as part of an Environmental Impact Report ("EIR") prepared for a proposed building addition to the Burroughs research-manufacturing facility (referred to as the Burroughs Plant Expansion) on Parcel 1. The 1980 proposed building addition project was not built; the current Marriott Residence Inn project is now proposed in basically the same area of CA-SBA-58 (with a very similar building footprint). In summary, the Extended Phase 1 site boundary definition program and Phase 2 archaeological significance investigation characterized CA-SBA-58 remains within the proposed project site in terms of two loci: Locus 1 encompasses portions of significant intact cultural deposits, while the surrounding Locus 2 area contains cultural remains that have been disturbed during prior urban development, including site preparation. Because the Locus 2 remains are not intact, they are not considered significant cultural resources.

Surface Water Bodies
An open drainage swale crosses through Parcel 2, capturing sheet flows from portions of both parcels. The swale drains into a storm drain outlet which then directs flows beneath Robin Hill Road to a concrete channel on the west side of the street.

Surrounding Land Uses
The project site is bordered to the east, west and north by a mix of professional office, light-manufacturing and commercial retail uses. Hollister Avenue boarders the site on the south with the Santa Barbara Municipal Airport beyond.

Existing Structures
Parcel 1 is developed with an existing research-manufacturing facility containing 106,000 square feet of improved building space.

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.

_____ _____

Patricia S. Miller, Manager Date
Current Planning Division

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

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 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?		✓			
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓			

Figure 2 – Hollister Corridor

Existing Setting

The project site is surrounded by a mix of professional office, light-manufacturing, commercial retail and the Santa Barbara Municipal Airport. This area of Hollister Avenue is designated as a scenic corridor in the Goleta General Plan (Policy VH 2.1) and the area in the vicinity of La Patera Lane is identified as a vantage point for viewing scenic resources (Policy V H1.2, Figure 6-1). As noted in Figures 2 through 5 above and below, viewing opportunities are principally oriented toward the south 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. However, these developments do share a common attribute of generous building setbacks and extensive frontage landscaping.

Figure 3 – Hollister Corridor

Looking East from North Side of Hollister/Robin Hill Intersection

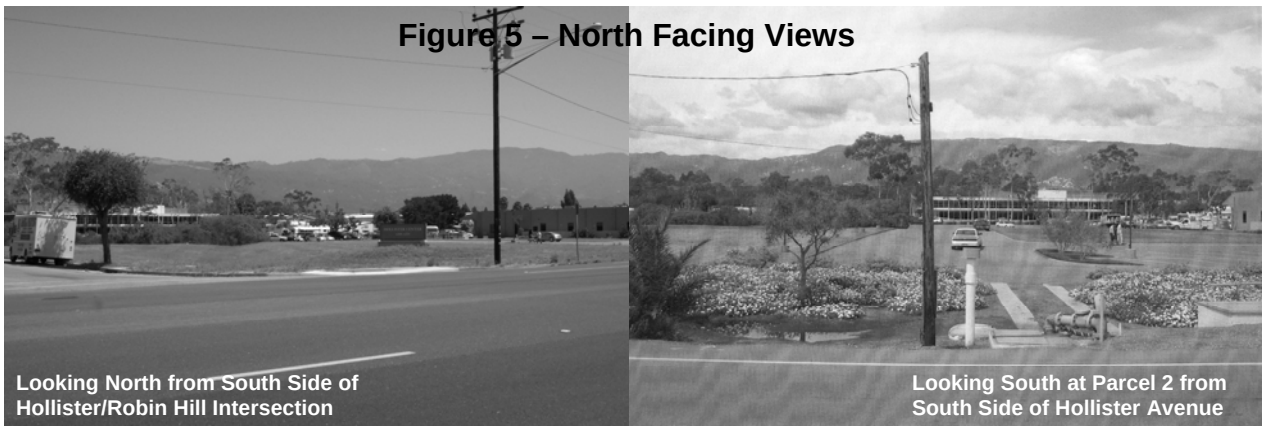
Looking East from South Side of Hollister/Robin Hill Intersection

Figure 4 – South Facing Views

Looking South from On-Site Location on Parcel 2

Looking South from North Side of Hollister/Robin Hill Intersection

Figure 5 – North Facing Views



Looking North from South Side of Hollister/Robin Hill Intersection

Looking South at Parcel 2 from South Side of Hollister Avenue

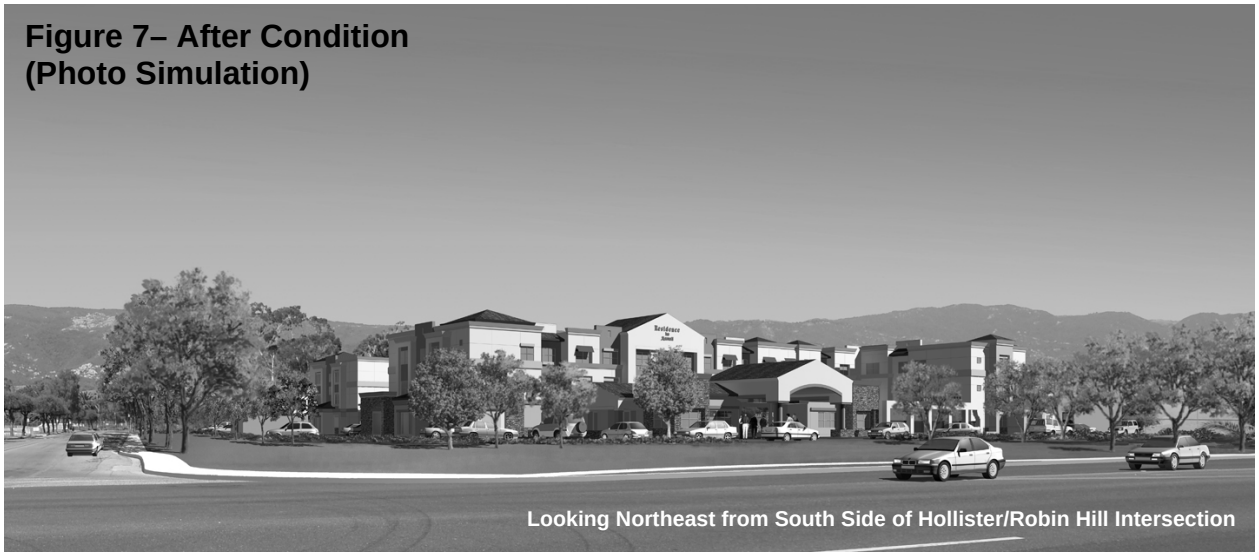
Thresholds of Significance

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.

Figure 6 – Existing Condition (Actual Photograph)

Looking Northeast from South Side of Hollister/Robin Hill Intersection

Figure 7– After Condition (Photo Simulation)



Looking Northeast from South Side of Hollister/Robin Hill Intersection

Project Specific Impacts

a) Although more expansive views of the surrounding area from Hollister Avenue are limited due to existing development and landscaping in the vicinity of the project site, views of the Santa Ynez Mountains are available from many vantage points in the area. As shown in Figures 3 and 5, fairly expansive views of the Santa Ynez Mountains are available from the Hollister/Robin Hill intersection. Per Goleta General Plan (Policy VH 4.15), a visual simulation was prepared for the proposed project in 2007. This visual representation provides an approximation of how the project will appear relative to its surrounds and utilizes a computer-generated three-dimensional model of the proposed hotel as shown in a perspective view at human-eye level looking in the northerly direction towards the hotel from the south side of the Hollister Avenue/Robin Hill intersection. This perspective view is superimposed onto an actual photograph of the site taken from the exact viewpoint used to generate the perspective view. The finished floor height of the proposed hotel and the grades of the surrounding site were set by the Civil Engineer's grading plan (2007) such that an accurate relationship between the proposed building and the existing street surfaces in the perspective view. The street surfaces in the perspective view are visually aligned with the street surfaces of the photograph to ensure that the proposed building's location and it's relation to the site is depicted as accurately as possible. Please note that plan revisions made in 2008 to increase the graded fill to be imported onto the site are not reflected in the MND simulation. In summary, the photo simulation indicates that the development of Parcel 2 would partially obstruct, but not eliminate background views of the mountains. To ensure that background views are not further obstructed, the DRB instructed the applicant to develop landscape plans that limit the height and massing of perimeter trees, and field verify building heights to assure compliance with preliminary and final plan building heights. With incorporation of these measures, the project 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.

c) The City's Design Review Board ("DRB") conducted a conceptual review of the project and focused on the following issues: project context and integration with the overall setting and scale of adjacent buildings; drainage, hardscape and landscape features that facilitate bio-filtration and enhance aesthetics; architectural articulation to break rooflines, stair-step elevations and reduce the perceptual profile of the three-story building. This interactive process resulted in the following design modifications: height reduction and stair-stepped elevation at the southeast corner; introduction of earth tone colors and stone veneer

materials; vertical tower and horizontal banding accents; downplay of "banding" on the building; redesign of entry arches with stronger column bases to achieve more symmetry/proportionality with a stronger pedestrian orientation; provision of passive green space (or possibly a putting green) on the hotel site; inclusion of landscaping and outdoor seating/lunch area for employee use on the adjacent (Sares Regis) property; inclusion (with City of Santa Barbara consent) of a meandering sidewalk on the frontage of both the Marriott and Sares Regis sites. 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:

i. 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. Show landscaping proposed for the frontage of the adjacent Saris-Regis parcel and dovetail with the pallet proposed for the Marriot project.

ii. Disperse and integrate compact parking stalls with standard spaces to achieve a better balance throughout the entire site. Incorporate use of permeable paving to enhance storm water pre-treatment goals. Provide more details on functionality of bioswales; locations, quantities and hydrologic functions.

iii. 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.

iv. Give further study to the graduation in building heights at the southeast corner of the hotel (accentuate through raising window heights and exaggerating roof pitches). Consider introduction of landscape pot shelves to offset blank building walls. Refine the interplay of colors and base materials to reinforce trellis columns and vertical tower elements.

d) 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 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) complete site plan, architectural floor plans, and exterior elevations for Parcel 2; (ii) landscape and improvement plans for the Hollister Avenue frontage of Parcel 1; and (iii) an updated visual simulation of the proposed hotel that incorporates all design changes (if they differ from the photo simulation in Figure 7). The preliminary development plans shall be revised to address the issues raised by DRB in its Conceptual Review and shall also incorporate all applicable mitigation measures/conditions of approval. **Plan Requirements & Timing:** The preliminary development plans shall be revised and resubmitted to DRB for review and approval prior to and as a condition precedent to issuance of a Land Use Permit ("LUP") for the project. For purposes of determining consistency with General Plan Policy VH2.2, the updated visual simulation shall be presented to the Planning Commission in conjunction with the discretionary entitlement process.

   MONITORING: CITY Staff shall withhold issuance of an LUP pending: (i) a finding consistency with General Plan Policy VH2.2 by the City Council; and (ii) 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. **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 state 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: Staff shall verify compliance with this requirement prior to commencement of roofing.

SIGNS: An Overall Sign Plan for Parcel 2 shall be prepared and submitted for review and approval by DRB and City staff. **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.

3. **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 of Goleta); (ii) comply with the Santa Barbara Airport Hollister Avenue Landscape Master Plan and the City of Santa Barbara Landscape Compliance Requirements (as determined by the City of Santa Barbara); (iii) ensure that plant material does not exceed 35 feet in height (at maturity) within areas of the Runway 15R approach (as determined by the City of Santa Barbara); (iv) visually screen parking areas from street view to the maximum extent reasonable; and (v)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 first be submitted for review by staff of the Cities of Goleta and Santa Barbara (right-of-way area), and following their approval, the plans shall be submitted for Preliminary/Final Approval by DRB. 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.

4. **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. A signed Maintenance Agreement and Performance Securities (in a form and in an amount acceptable to the City) guaranteeing installation of the landscaping and maintenance thereafter for a period of at least three years, shall be furnished by the applicant for review and approval by the City prior to issuance of any LUP 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.

5. **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 for Parcel 2 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 and as a condition precedent 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.

6. **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.

7. **TRASH ENCLOSURE:** The applicant shall prepare a detailed design of the proposed trash enclosure for Parcel 2 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 and as a condition precedent to issuance of any LUP for the project.

   Monitoring: City staff shall verify compliance 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.

8. **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 located on Parcel 2 (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 and as a condition precedent 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.

9. **UTILITY SERVICE CONNECTIONS/EQUIPMENT:** All new utility service connections and above-ground mounted equipment such as backflow devices, etc, shall be shall be screened from public view and painted in a soft earth-tone color(s) (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.

10. **UTILITY UNDERGROUNDING:** All utilities that exist on Parcel 2 and along Hollister Avenue on the frontage of both parcels shall be installed underground. **Plan Requirements & Timing:** All composite utility plans for the project shall note this undergrounding requirement and shall be submitted for City staff review and approval prior to and as a condition precedent to issuance of any LUP for the project.

    Monitoring: City staff shall verify compliance in the field prior to occupancy clearance.

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 Statewide 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

Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**See Prior Document**
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. According to the Air Pollution Control District (APCD), Santa Barbara County is considered in attainment of the federal one-hour ozone standard and the federal eight-hour ozone standard, but does not meet the State one-hour ozone standard, or the standard for particulate matter less than ten microns in diameter (PM_{10})[1]. Ozone air pollution is formed when nitrogen oxides (NO_x) 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 PM_{10} include grading, demolition, agricultural tilling, road dust, mineral quarries, and vehicle exhaust.

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_x) 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.[2] 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_x 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_x and ROC emissions. However, due to the fact that Santa Barbara County is not in compliance with State standards for airborne particulate matter (PM_{10}), construction generated fugitive dust (50% of total dust) is subject to the City's standard dust mitigation requirements.

[1] Scope & Content of Air Quality Sections in Environmental Documents, Technology & Environmental Assessment Division, Santa Barbara County Air Pollution Control District, Updated June 2004.

[2] 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.

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 500 yd^3 of cut and 17,200 yd^3 of fill. This amount of grading would result in approximately 100 trucks per day for a three week period. However, the route of these trucks would use Hollister Avenue and Los Carneros Road, and Storke Road, and not pass through residential neighborhoods. As a result of this grading, and the air basin's current non-attainment of State PM_{10} standards, any project generated fugitive dust would be considered to pose a potentially significant air quality impact associated with PM_{10} emissions. The City has not established short-term quantitative thresholds for NO_x and ROCs emissions generated by construction activities due to the fact that such emissions have been determined to account for approximately 6% of the County-wide emission inventory for NO_x (Santa Barbara County 1993 Rate-of-Progress Plan). 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. Such odors would be 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 9.2.2) 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 8.78 PPD of ROCs and 11.63 PPD NO_x, well below the 25 PPD threshold for either ozone precursor. Furthermore, the increase of 161 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 hotel would not result in objectionable long term smoke, ash, or odors or expose sensitive receptors to substantial levels of pollutants, and does not

include fireplace elements in the rooms. 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_x 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_x and ROC would be considered less than significant. However, as noted above, the project's contribution to cumulative PM_{10} emissions would be considered potentially significant as a result of the existing violation of the State standard.

Project Specific and Cumulative Greenhouse Gas Emissions
Greenhouse gases (GHGs) are implicated in the acceleration of global warming experienced in the last several decades. These greenhouse gases may contribute to an increase in the temperature of the earth by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. Fossil fuel consumption in the transportation sector is the single largest source of GHG emissions. Industrial and commercial sources are the second largest source of GHG emissions.

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

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

Recommended Mitigation Measures

1. The following energy-conserving techniques, that substantially exceed the minimum Title 24 energy conservation requirements, shall be incorporated

unless the applicant demonstrates their infeasibility to the satisfaction of City of Goleta staff:

a. Installation of low NOx residential water heaters and space heaters meeting the minimum efficiency requirements of applicable APCD rules;
b. Installation of Energy Star Labeled Furnaces;
c. Use of water-based paint on exterior surfaces;
d. Use of solar-assisted water heating for swimming pools and tankless hot water on demand systems if their energy efficiency is demonstrated to exceed that of a central storage tank water heating system;
e. Use of passive solar cooling/heating;
f. Use of energy efficient appliances;
g. Use of natural lighting;
h. Installation of energy efficient lighting;
i. Use of drought-tolerant native or Mediterranean landscaping subject to Planning and Environmental Services staff and Design Review Board (DRB) approval to shade buildings and parking lots;
j. Encouragement of the use of transit, bicycling, and walking by providing infrastructure to promote their use;
k. Provision of segregated waste bins for recyclable materials; and
l. Prohibition against the installation and use of wood burning fireplaces.

Plan Requirements and Timing: These requirements shall be shown on applicable building plans prior to issuance of any land use permit.

Monitoring: City of Goleta staff shall site inspect for compliance prior to issuance of an occupancy permit.

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 and as a condition precedent 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 NOx 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 b 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, as appropriate.

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.

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, Parcel 1 is fully developed and occupied by a research-manufacturing facility; Parcel 2 totaling 3.79 acres is partially improved with parking surfaces and balance consists of grass, shrubs and ornamental landscaping. No native plant or tree species exist onsite, and 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, as well as tailwater from landscape irrigation onsite, surface flows to one of three existing storm drain outlets. Two of the outlets are located on the west side of the site and drain to a concrete channel on the west side of Robin Hill Road. A third outlet is located on the south side of the site and directs flows beneath Hollister Avenue. Surface flows from all three outlets discharge into a natural channel on the south side of Hollister Avenue and ultimately the Goleta Slough. The proposed development of Parcel 2 would cover virtually the entire project site with impervious surface, including approximately 102,517 ft^2 of paved areas and buildings as compared to approximately 50,000 ft^2 of paved surfaces on Parcel 2 at present. 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 such as Goleta Slough. Although the project does include 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 commercial center. 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 San Pedro and Las Vegas Creeks as well as the Goleta Slough.

Required Mitigation Measures

1. **STORMWATER WATER QUALITY:** To reduce and filter stormwater runoff leaving the project site (Parcel 2), 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 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.

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 washoff 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 and as a condition precedent 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 Marriott site is located on the extreme southwest corner of a recorded site area known as CA-SBA-58. This was first documented by David Banks Rogers in the 1920s. Rogers reported substantial concentrations of shell fish, fish bone, and the remains of large land animals associated with a village that was occupied approximately between 5,000 and 300 years ago. The recorded site area was an elevated landform that was adjacent to marshy deposits of the Goleta Slough. Rogers identified and mapped two cemeteries within CA-SBA-58. The southern cemetery was located immediately north and outside of the proposed Marriott Residence Inn project site area, while the northern cemetery appears to have been located approximately 295 feet north of the proposed project site area. These areas, like the other portions of CA-SBA-58 outside the Marriott Residence Inn project site, have been destroyed during previous urban development.

Modern, systematic investigations at CA-SBA-58 occurred in 1979 and 1980 by the Office of Public Archaeology, Social Process Research Institute, University of California, Santa Barbara (Drs. Mike Glassow and Pandora E. Snethkamp). This assessment was part of the Burroughs Plant Expansion addition project EIR (Earthmetrics), covering the same area as the currently proposed Marriott Residence Inn and Hollister Center project. These included three backhoe trenches and 21 hand-excavated shovel test pits (STPs) associated with an Extended Phase 1 excavations to define the horizontal extent of remaining CA-SBA-58 deposits. Also, five 1 X 1 meter (3.3 X 3.3 foot) unit Phase 2 significance assessment excavations were undertaken. The investigations identified the remaining intact, relatively undisturbed portions of CA-SBA-58 (Locus 1) that were considered significant cultural resources, as they retained their ability to help contribute to understanding past lifestyles. The excavations within the intact Locus 1 midden recovered large amounts of shellfish, animal bone, and a moderate number of artifacts (I.e. flaked stone tools used for hunting and butchering, ground stone tools used for seed and vegetable preparation). The archaeological site soils within the project site have been subject to a series of modifications including grading since 1960 to fill in lower lying marshy areas. Up to six feet of soils were removed on the northern portion of the property and some of this was used to fill between 1 and 2 feet of the western portion of the project site. The eastern portion of the project area had been planted in vegetables and the soils compacted. Archaeological investigations concluded that imported soils with no cultural remains, or soils with previously disturbed artifactual material, existed from the ground surface to approximately 18 inches below the ground surface. The intact archaeological site deposit is generally 16 inches deep below the disturbed, insignificant soils. No human remains were recovered during any of the Extended Phase 1 or Phase 2 archaeological investigations. All available evidence indicates that no prehistoric cemeteries exist within the Marriott Residence Inn project site area. The findings of these technical reports were summarized in the 1980 Burroughs Plant Expansion EIR prepared by Earth Metrics.

Thresholds of Significance

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. Additional thresholds are contained in the City's *Environmental Thresholds & Guidelines Manual*. The City's adopted thresholds indicate that 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.

Project Specific Impacts

a) The intact (those areas not affected by modern landform disturbances) portions of CA-SBA-58 were identified as a significant cultural resource in the 1980 Burroughs Plant Expansion EIR, as they were characterized as containing information that could help scientists and the public better understand prehistoric Native American lifestyles. These characteristics are the same that make remaining intact cultural deposits an "historical resource" and meet the criteria for listing on the California Register of Historical Resources as defined in CEQA Guidelines Section 15064.5(a)(3)(c) as they "have yielded, and are likely to yield, information important in prehistory." Previously disturbed archaeological soils above and outside the intact Locus 1 cultural remains do not retain the potential, as the relationship of artifacts and remains has been lost during their removal from their original context and redeposition elsewhere.

   Direct impacts to the significant portions of CA-SBA-58 site area include the following:

   1. Removal of the top 2 feet of soil, to be replaced with an equal amount of imported engineered fill (Robert Schmidt, project engineer 2008). The imported soils will then be mechanically compacted (Ben Hushmand, project soils engineer, 2008).

   2. Driving 73 solid piles, 12-inches in diameter, to depths well in excess of the CA-SBA-58 cultural deposit. Grade beams will be supported by the piles and caps, but the beams will not extend below the engineered fill.

   3. All utilities including electrical, water, gas, and cable would be placed within the 2 feet of engineered fill soils.

   4. A sewer lateral extending approximately 86 feet long and placed up to 9 feet below the site surface will be directionally bored underneath the intact CA-SBA-58 Locus 1 deposit. Bore holes where the drill would enter and exit the ground surface would be located outside of the intact site boundary (Robert Schmidt, project engineer 2008).

   5. Planting of landscaping, including accent and evergreen trees (Preliminary Landscape Plan, Katie O'Reilly Rogers, Inc. 2007).

   Unavoidable direct impacts resulting from ground disturbances would equal approximately 371 cubic yards of CA-SBA-58 deposit. This would represent approximately 38 percent of the 1,072 total volume of intact CA-SBA-58 deposit. It is important to note that this amount of disturbance is substantially less than a

conventional continuous slab foundation would require, where scarification and recompaction would likely result in the complete destruction of the remaining site deposit.

These actions are considered potentially significant impacts on cultural resources, as they would result in the physical destruction of portions of CA-SBA-58, and loss of the characteristics that could yield information important in prehistory.

Potential project indirect impacts on CA-SBA-58 include the following:

1. Short-term Construction. Typical indirect impacts affecting cultural resources during construction activity can include erosion of cut slopes causing further cultural deposit destruction, unauthorized artifact collecting by construction personnel, and vandalism of site areas during non-work periods.

2. Long-term Operation. Indirect impacts to the intact CA-SBA-58 midden would include the loss of access to the remaining portion of the intact cultural deposit for future archaeological research. This is considered an impact when the archaeological site in question has not been characterized completely, such that future researchers are not able to evaluate the way in which the deposits may help explore research topics that may not yet be defined.

   These actions are considered potentially significant impacts on cultural resources, as they would result in both the physical removal of CA-SBA-58 artifacts, and loss of access to the remaining site areas that could yield information important in prehistory.

b) CEQA Section 15064.5(c) states that if an archaeological site can be determined to be a "historical resource" as defined in section 15064.5(a)(3)(c), the discussion under Item a) above relates to impacts on archaeological resources.

c) Geological formations underlying the project site were evaluated during soils engineering testing to determine appropriate foundation designs (Hushmand Associates, Inc. 2007). Approximately one-third of soils under the project site are associated with the former Goleta Slough. Sands and clays are located below these sediments, as well as within all other areas of the site. These soils 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 geological formation. Therefore, there is no potential for the proposed project to impact significant paleontological resources.

d) The archaeological investigations undertaken by David Banks Rogers in the 1920s concluded that both CA-SBA-58 Native American cemeteries were located outside of the proposed Marriott Residence Inn project site area. Rogers excavated extensively within both cemeteries, and his map of CA-SBA-58 clearly indicated the extent of those cemeteries. No human remains were identified during systematic archaeological excavations in 1979 within the proposed project area, and isolated human burials outside of cemeteries are relatively uncommon within prehistoric sites within the Goleta Valley.

There remains the potential, although limited, for isolated human remains to have been interred outside of the two formal CA-SBA-58 cemeteries, or for isolated human remains to have been redistributed throughout areas of CA-SBA-58 during previous land form modifications, including areas that archaeological investigation has determined to be disturbed within the top approximately 36" of soil on the project site. In the event that these isolated human remains were encountered during construction excavations, their disturbance would be subject to State law (Public Resources Code sections 5097.97 and 5097.98) requiring that local Chumash individuals representing the most likely descendants of these prehistoric inhabitants be provided disposition over the remains, including their appropriate relocation in an area not subject to future disturbance. Driving of 73 piles, 12-inches in diameter, although each relatively small in area, would also have some limited potential to result in disturbing unknown isolated remains. Therefore, the proposed project has a limited potential to disturb human remains interred outside of formal cemeteries. This is a potentially significant impact on cultural resources.

Cumulative Impacts

Archaeological resources are potentially impacted by past, present, and probable future development projects in undeveloped areas in the project vicinity. It has been estimated that more than 80 percent of all prehistoric archaeological sites in Santa Barbara County have been destroyed. City of Goleta and County of Santa Barbara General Plan Conservation Element Policies, and Local Coastal Plan Policies require that project design avoid impacts to significant cultural resources to the extent feasible. In addition to site designs that place cultural deposits in open space where they can be completely preserved, this has resulted in a variety of construction techniques and designs, such as raised construction footings, pilings, use of geotextile fabric and engineered fill, to minimize potential disturbances to cultural deposits. Increased human activity in the vicinity of cultural resources during construction and potential loss of access to sites for their research potential are other indirect cumulative effects. Although avoidance of archaeological site deposits at projects such as the Cabrillo Business Park and Santa Barbara Airport Expansion, to the extent feasible, have resulted in substantial reductions to impacts on cultural

resources, cumulative impacts on archaeological resources caused by past, present and future probable projects in the vicinity are considered significant.

The proposed project site design would result in the loss of approximately 38 percent of the remaining CA-SBA-58 intact archaeological site deposit. However, this amount of disturbance is substantially less than a conventional continuous slab foundation would require that would likely result in the complete destruction of the remaining site deposit. Similar to other recent development projects affecting cultural resources, the proposed project would substantially reduce the degree to which impacts on cultural resources would occur (in this case, preserving over 60 percent of the remaining archaeological deposit). The proposed project's contribution to cumulative impacts on cultural resources would be mitigated by project design and by other standard feasible mitigation measures identified below to less than cumulatively considerable.

Required Mitigation Measures

Direct Impacts

The direct impacts to approximately 38 percent of the intact CA-SBA-58 midden from cut-and-fill of the top 0.6 meters (2 feet) of soil and installation of 73 foundation piles can be mitigated to a less than significant level by implementing the following standard archaeological procedures:

1. **PHASE 3 DATA RECOVERY:** The applicant, at its sole expense, shall retain a City-qualified archaeologist to undertake a Phase 3 data recovery program for the Parcel 2 project encompassing the following components:

    a. Nine 1 X 1 meter (3.3 X 3.3 foot) units shall be located approximately every 20 meters (66 feet) within the intact CA-SBA-58 midden. A backhoe shall be used to remove the soil that has been determined to be previously disturbed and, therefore, not intact; no analysis of these soils shall occur. Excavation units within the intact midden shall be excavated by hand, in 20-centimeter (8-inch) levels. Excavated soil shall be water-screened in the field through 1/4-inch wire mesh. A 30 to 40 centimeter (12 to 16 inch) square column sample shall also be excavated from within each unit. The column sample shall be screened through 1/16 inch mesh, and used for more specific analyses of food remains and recovering very small artifacts.

    b. Based on results of initial unit excavations, units shall be expanded to a 1 X 2 meter (3.3. X 6.6 foot) exposure, where appropriate, to further characterize horizontal variability as evidenced by differences in midden constituents. These large exposures will also increase the ability to evaluate the potential for features.

c. A Chumash Native American most likely descendant shall be retained as an observer during all excavations. The observer shall satisfy the requirement as a most likely descendant of any human remains identified within CA-SBA-58, as required by the Native American Heritage Commission.

d. In order to confirm the dating of the prehistoric occupation at CA-SBA-58, up to four radiocarbon dates shall be collected if suitable organic material is recovered from reliable stratigraphic contexts. Additionally, four obsidian hydration dates shall be taken if suitable stone tool flake samples are recovered.

e. Following analysis, all of the cultural materials shall be curated at either the Santa Barbara Museum of Natural History or the Repository for Archaeological and Ethnographic Collections at UCSB.

f. The Phase 3 Data Recovery proposal shall include a research design that guides preparation of laboratory research about coastal Chumash environments and interpret intra-site as well as inter-site patterning of artifacts and activities at CA-SBA-58, including food remains, chipped stone tools, macrobotanical remains, etc. The Phase 3 report shall document the final results of the excavations and laboratory activities. It shall include all necessary artifact photographs, excavation unit profiles, tabulated data, and artifact catalog. The Phase 3 report shall address the research questions identified in the Phase 3 Data Recovery proposal.

Plan Requirements & Timing: A detailed work Phase 3 Data Recovery Program proposal, including identification of the City-qualified archeologist and Chumash Native American most likely descendant monitor, shall be submitted to the City for review and approval 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 Phase 3 work program.

2. **PRE-CONSTRUCTION CONTROLLED PILING EXCAVATIONS.** Subsequent to conclusion of the Phase 3 archaeological data recovery program excavations, the applicant, at its sole expense, shall retain a City-qualified archaeologist and Chumash Native American most likely descendant observer to hand-excavate all piling locations not evaluated during the Phase 3 data recovery program. The remaining 12-inch piling locations shall be excavated to 4 feet from ground surface, or until the depth of CA-SBA-58 site deposits are exceeded, as determined by the project archaeologist. The soils shall be dry-screened in the field to identify any unknown, but potential isolated prehistoric human remains.

The City-qualified archaeologist and Chumash Native American most likely descendant observer shall have the authority to temporarily halt excavation if any potentially significant discovery is identified, to allow for adequate Phase 3 data recovery recordation, evaluation, and mitigation, as described in Mitigation Measure 3.e., below.

Plan Requirements & Timing: The Pre-Construction Controlled Piling Excavations work plan shall be submitted as a component of the Phase 3 Data Recovery Program proposal, including identification of the City-qualified archeologist and Chumash Native American most likely descendant observer. It shall be submitted to the City for review and approval 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 Pre-Construction Controlled Piling Excavations program.

3. **CONSTRUCTION MONITORING PLAN.** The applicant, at its sole expense, shall retain a City-qualified archaeologist and Chumash Native American most likely descendant observer to monitor all ground disturbing construction activities within the top 4 feet of the ground surface, or until the depth of CA-SBA-58 site deposits are exceeded, as determined by the project archaeologist. A Construction Monitoring Treatment Plan shall be developed and implemented to ensure that any new discoveries are adequately recorded, evaluated, and, if significant, mitigated. The Construction Monitoring Treatment Plan shall describe the following:

   a. specifications that all ground disturbances within the documented CA-SBA-58 site boundary shall be monitored by a City-qualified archaeologist and a Chumash Native American most likely descendant observer;

   b. qualifications and organization of monitoring personnel;

   c. procedures for notifying the City and other involved or interested parties in case of a new discovery;

   d. procedures that would be used to record, evaluate, and mitigate new discoveries with a minimum of delay; and

   e. procedures that would be followed in case of discovery of disturbed as well as intact human burials and burial-associated artifacts. The City-qualified archaeologist and Chumash Native American most likely descendant observer shall have the authority to temporarily halt or redirect construction in the vicinity of any potentially significant discovery to allow for adequate Phase

3 data recovery recordation, evaluation, and mitigation. Evaluation and mitigation could require additional archaeological testing and data recovery. In the highly unlikely event that isolated human remains are encountered, consultation with the most likely Native American descendant, pursuant to Public Resources Code sections 5097.97 and 5097.98, would apply.

f. Results of the monitoring program shall be documented in a short report after completion of all ground disturbing activities.

Plan Requirements & Timing: A contract for the Constructing Monitoring Plan, including identification of the City-qualified archeologist and Chumash Native American most likely descendant observer, shall be submitted to the City for review and approval 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 Phase 3 work program.

3. **PRECONSTRUCTION WORKSHOP**. A pre-construction workshop shall be conducted by a City-qualified archaeologist and a Chumash Native American most likely descendant observer. Attendees shall include the applicant, City staff, construction supervisors, and equipment operators to ensure that all parties understand the monitoring program and their respective roles and responsibilities. All construction personnel who would work during any phase of ground disturbance within the documented site boundary of CA-SBA-58 shall be required to attend. The names of all personnel who attend the workshop shall be recorded. The workshop shall:

a. explain why monitoring is required and identify monitoring procedures;

b. describe what would temporarily stop construction and for how long;

c. describe a reasonable “worst case” new discovery scenario such as the discovery of intact human remains or a substantial midden deposit;

d. explain reporting requirements and responsibilities of the construction supervisor;

e discuss prohibited activities including unauthorized collecting of artifacts; and

f. identify the types of archeological materials that may be uncovered and provide examples of common artifacts to examine.

Plan Requirements & Timing: The minutes and attendance sheet from the Preconstruction Workshop shall be submitted to the City for review and approval prior to and as a condition precedent to issuance of any LUP for grading for the project.

Residual Impact

Proposed project design would preserve over 60 percent of the undisturbed CA-SBA-58 remains in the impact area. Although not left in open space, the use of pilings and supported beams would substantially reduce impacts on the CA-SBA-58 archaeological site, compared to a conventional slab. The majority of CA-SBA-58 would be preserved in place and would maintain the relationship between the artifacts and their archaeological context. This would achieve the same level of preservation as incorporating the site in open space, as there would not be any potential for any future development or use of the capped deposits that might otherwise adversely impact these resources. The capping of the preserved cultural resources would be consistent with professional standards maintained by archaeologists and Native American considerations.

Implementation of cultural resources mitigation measure 1 would provide a reasonable level of data recovery to characterize the research values associated with the CA-SBA-58 deposit.

Implementation of cultural resources mitigation measure 2 would ensure that any potential impacts on the archaeological deposit resulting from foundation piling driving would be evaluated and properly assessed by a professional archaeologist and Chumash Native American observer.

Implementation of cultural resources mitigation measure 3 would ensure that any unknown cultural resources of potential importance encountered throughout the entire CA-SBA-58 deposit, even if within previously disturbed contexts, would be properly addressed by a professional archaeologist and Chumash Native American most likely descendant observer.

Indirect impacts related to unauthorized artifact collecting can be mitigated to a less than significant level with the implementation of mitigation measure 1. Since the Phase 3 Data Recovery Mitigation using standard hand-excavated units of 1 X 1 meter size or larger would collect a sufficient sample to characterize the intact midden and address questions about the past, the indirect impact associated with loss of access would be less than significant.

The implementation of Phase 3 Data Recovery Mitigation, Pre-Construction Controlled Piling Excavations, Construction Monitoring Treatment Plan Mitigation, and Pre-construction Workshop Mitigation would reduce the proposed project's

contribution to cumulative impacts resulting from loss of future access to archaeological resources to 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 nearly level with a slope of 0-2% across the property. The site is located over an old slough and was covered with fill material during World War II for the purposes of developing the adjacent Santa Barbara Municipal Airport. A preliminary foundation investigation has been performed for the proposed project which revealed the following: (i) a combination of soft clay, silty sand and peat underlies the site to a depth of approximately 23 feet; (ii) hard soil which will provide foundation support was encountered at depths between 35 and 47 feet; and (iii) groundwater is close to the surface, encountered at depths between four and eight feet. These conditions indicate a high liquefaction potential and near perpetual surface settlement. The closest earthquake fault (the More Ranch Fault) lies approximately one mile to the south of the project site.

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,d) There are no Alquist-Priolo mapped earthquake faults or zones within the City of Goleta. Due to the distance between the project site and the More Ranch Fault (approximately one mile to the south), potential seismic risks are considered to be adverse but less than significant. Liquefaction is a state of almost complete failure of saturated sandy soil due to seismic shaking. The Seismic Safety & Safety Element of the County of Santa Barbara's Comprehensive Plan identifies the project site as having a moderate potential for liquefaction. However, there is no known historic evidence of prior liquefaction in Santa Barbara County (Seismic Safety & Safety Element of the County of Santa Barbara's Comprehensive Plan; 1980). As such, potential risks to people and structures due to the liquefaction potential are 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. Mitigation to address such potentially significant geologic impacts is discussed in detail under Hydrology & Water Resources below.

c,f,g) Soil and geologic conditions onsite pose a risk with respect to lateral spreading, subsidence and liquefaction (Ronald J. Pike, Geotechnical Engineer, Pacific Materials Laboratory, Inc., "Preliminary Foundation Investigation," January 30, 2007). With proper foundation design, the proposed hotel structure can be properly supported and minimize risk to property. The Preliminary Foundation Investigation recommends that all structures which will not tolerate settlement must be support by piles (14" square piles driven to a minimum depth of 60 feet below existing grade). However, surface improvements may still suffer damage overtime, requiring maintenance, repair and replacement before their normal useful life. Together, these impacts would be considered potentially significant.

h) The proposed project would be connected to the Goleta 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 AND STRUCTRURAL DESIGN:** The applicant shall demonstrate through a structural soils 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 previously 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 susecptible 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 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.

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?				✓	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓	
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

Parcel 1, formerly occupied by Applied Magnetics, was previously used for research and manufacturing purposes that entailed the handling, processing and storage of various hazardous materials and wastes. Prior to a transfer of ownership in 2002, the property was remediated and subsequently cleared by the County of Santa Barbara for occupancy. During the same timeframe, site investigations showed that groundwater that underlies the site contained elevated levels of various compounds including perchloroethylene ("PCE"), trichloroethylene ("TCE"), vinyl chloride and dichloroethylene ("DCE"). The California Regional Water Quality Control Board ("RWQCB") determined that these pollutants originated from off-site sources and approved a transfer of the site while investigations and actions against responsible parties continued.

In February 2008, the County Fire Prevention Division approved a work plan for further soil sampling and testing to be conducted by Hazard Management Consulting (HMC). This work was completed in February 2008, and is reflected in the analysis below.

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, pose a significant potential for the accidental 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 since the use of such materials onsite is not proposed nor is there a school within ¼ mile of the project site.

d) The project site is not identified as being hazardous under Government Code Section 65962.5. However, the project site does have a history of ground water contamination that originates from off-site sources (Neal Feay property to the north and Raytheon to the west). In December 2002, the California Regional Water Quality Control Board ("RWQCB") acknowledged a sale of the property from the former owner (Applied Magnetics/Innovative Micro Technology) to the project owner. This transaction acknowledged that ground water contamination originated from offsite and that efforts were underway to effect clean-up from those parties responsible. Recent sampling indicates in March 2005 that volatile organic compounds ("VOCs") have continued to declined since 2001.

This was confirmed by the February 2008 samples conducted by HMC, and reviewed by the County Fire Department as reflected in its March 19, 20008 letter to the owners. This analysis showed the following:

- Soil gas sampling within the proposed building footprint of the Marriott Residence Inn site detected benzene and/or toluene in trace amounts in two sample locations. The concentration of benzene was less than the commercial screening level but greater than the residential screening level. As an extended stay hotel, the more restrictive screening level is appropriate.
- Groundwater sampling from the eastern edge of the property detected several chlorinated solvents (PCE, TCE and 1,1-DCE) at concentrations exceeding their respective Maximum Contaminant Levels. These findings are consistent with groundwater contaminants encountered on adjacent properties. The dewatering of the site will have to be approved by the Goleta Sanitary District and permitting through that independent district will be in effect.

- Although soil sampling results indicated that contaminants were not detected at concentrations exceeding FPD Investigation Levels, there remains a potential for unknown contaminants to exist in areas not investigated.
- The February 2008 assessment did not indicate the presence of previously unassessed soil, soil gas or groundwater impacts related to prior site activities.

These conditions notwithstanding, site preparation activities (including archeological excavations), as well as the installation of 35- 60' long piles for the building foundation, may expose workers to hazardous vapors or contact with contaminated soils and/or water. Consequently, the resulting exposure would be considered potentially significant.

e,f) Parcel 1 is located within the Airport Approach and Clear Zone of the Santa Barbara Municipal Airport. Insofar as no new building construction is proposed on Parcel 1, the project would not conflict with the County Airport Land Use Plan. Airport Land Use Commission ("ALUC") staff have been consulted and have no comment on the project. Improvements to any portion of a property within the Airport Clear Zone must conform to the California Public Utilities Code, Section 21659 "Hazards Near Airports Prohibited," which prohibits structural hazards near airports. As a precautionary measure, ALUC staff has recommended that the applicant file a 7460-1 form (Notice of Proposed Construction or Alteration) with the Federal Aviation Administration ("FAA"). On the ground, the Airport Clear Zone does not encroach onto Parcel 1. However, the Airport Clear Zone is three dimensional with a trapezoidal configuration, spreading horizontally relative to vertical elevation. The FAA will analyze the proposed project in response to the filing of Form 7460-1 to determine if the project presents hazards or that regulations will not impact the hotel's designed height.

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 hazardous substances 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 incorporate a vapor barrier to inhibit the migration of soil vapor into the building. The applicant shall confirm a work plan for construction with the

Fire Prevention division, based on its March 19, 2008 letter, and potentially including the following tasks, if still deemed necessary by the Fire Prevention division (i) prepare a Remedial Action Plan ("RAP") incorporating appropriate mitigation measures (e.g., vapor barriers, vents, etc.) or site remediation to reduce contaminants to acceptable concentrations; (ii) devise a soils management plan in the event that contamination is encountered during construction; and (iii) develop 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 comply with directives of the Santa Barbara County Fire Department, Fire Prevention Division, prior to commencing work, concerning any follow up work required pursuant to the March 19, 2008 Fire Prevention division letter, and notify this division in the event contaminated soil is encountered during construction. Thereafter, the various site assessment and remediation actions, if any are required, shall be reviewed and approved by the Fire Department prior to and as a condition precedent to issuance of any LUP for the project. All required remediation shall be completed prior to occupancy.

Monitoring: City staff shall verify that the County Fire Department'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 commence 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 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:** The Worker Awareness Program shall be reviewed and approved by the City and 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 that workers are properly informed and safety procedures are being followed.

3. **FAA FORM 7460-1:** The applicant shall complete and file Form 7460-1 with the FAA, and verify that the project is either exempt from applicable construction regulations or complies with those regulations that govern the project. **Plan Requirements & Timing:** Form 7460-1, with evidence of FAA approval, shall be filed with the City prior to and as a condition precedent to issuance of any LUP for the project.

Monitoring: City staff shall verify compliance with FAA filing requirements prior to any issuance of any LUP for the project.

4. **VEGETATIVE MATERIALS:** The applicant shall modify its landscape plans for the proposed project as may be necessary to comply with height restrictions dictated by the Santa Barbara Municipal Airport. Of specific concern are street trees along the frontage of Hollister Avenue (applicable to both Parcels 1 and 2), as well as accent trees located onsite within the Airport Approach – Clear Zone. **Plan Requirements & Timing:** The landscape plans shall be revised and resubmitted to the Santa Barbara Municipal Airport for review and approval prior to and as a condition precedent to: (i) Preliminary/Final Approval by DRB; and (ii) issuance of an LUP for the project.

   Monitoring: City staff shall withhold issuance of an LUP pending Final Approval of the landscape plans by DRB and the Santa Barbara Municipal Airport. 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.

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 groundwater 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

As described under Biological Resources, the southern portion of the project site marks the edge of the Goleta Slough Ecosystem Management Plan Area, but the Marriott property is not identified as a subprime area in that Plan. All stormwater runoff, as well as tailwater from landscape irrigation onsite, surface flows to one of three existing storm drain outlets that empty into a natural channel on the south side of Hollister Avenue and ultimately the Goleta Slough. The entirety of the project site lies within the 100-year floodplain, with 0.2% to 1% chance of being inundated with average depths of less than one foot in any given year. The base flood elevation (BFE) for the 100-year event as mapped by Federal Emergency Management Agency (FEMA) is at 12 to 14 feet above mean sea level (MSL) across the entirety of the project site.

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 Sanitary District's central sewer system. While the project site is adjacent to the Goleta Slough Ecosystem Management Plan Area, the Plan does not identify it as a sub area deserving of specific protection or management

c) The proposed project would involve 500 yd^3 of cut and 17,200 yd^3 of fill with the virtual entirety of Parcel 2 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 Slough. Such impacts would be considered potentially significant.

d,g-i) The entirety of the project site lies within the 100-year floodplain. The City's Floodplain Management Ordinance (Chapter 15 of the City Code) allows structural development within the 100-year floodplain if the finished floor elevation is raised at least two feet above the Base Flood Elevation (BFE). As noted above, the BFE for the 100-year event varies between 12 to 14 feet MSL across the entirety of the project site. The preliminary development plans for the proposed hotel project, on the other hand, show a finished floor elevation of -18.06 feet. This may be sufficient if the entire footprint of the proposed hotel is located at a BFE of 13.5 feet or more. This condition needs to be verified; else, the resulting flood exposure risk for both people and property would be considered potentially significant.

e,f) A large percentage of the total project site (Parcels 1 and 2 combined) would be impervious with 67% (approximately 310,155 ft^2) consisting of building and paved areas. As discussed under Biological Resources, the project relies upon landscaped bioswales to reduce the level of contaminates picked up by stormwater runoff as it leaves the project site. Additional Best Management Practices ("BMPs") are proposed as mitigation to further reduce impacts. Although the total amount of impervious surfaces will be increased from 55% to 67%, the volume of water to be discharged from the site will actually decrease. During a 25-year storm event, existing peak flows leave the site at a calculated rate of 42.48 cubic feet per second (cfs) as compared to 39.98 cfs upon project completion. This reduction is attributable to the installation of a detention basin

located at the southeast corner of Parcel 2. With these measures, the quality and quantity of stormwater runoff from the site considered less than significant.

j) As noted in the Goleta General Plan (Figure 5-2), the area around Goleta Slough and the Santa Barbara Municipal Airport is subject to a moderate threat of exposure to tsunamis. However, only one tsunami has ever been well documented (1927) and only one other event (1812) is even noted in any records of the area (although poorly documented). Furthermore, due to topography of the ocean floor in the Santa Barbara Channel, presence of the blocking offshore Channel Islands, and lack of any near-shore oceanic trench that facilitates tsunami wave heights in other regions of the world (abrupt shallowing of coastal waters), tsunami wave heights are not expected to be significant in this area. Based on the very low frequency of previously recorded tsunamis as well as the limited potential for tsunamis of large height in this area, potential risks posed by future tsunamis on property and people in the vicinity of the project site is considered less than significant.

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 San Pedro Creek and the Goleta Slough, would be considered potentially significant.

Required Mitigation Measures

1. **FIRST FLOOR ELEVATION ADJUSTMENT:** The exact location and height of the mapped BFE for the project site in relation to the hotel footprint shall be verified by the applicant. The finished floor elevation and grading plans shall be adjusted (if necessary) to maintain a two-foot height differential in compliance with the City's Floodplain Management Ordinance (Chapter 15 of the City Code). **Plan Requirements & Timing:** The revised site, grading, and building plans shall be submitted for review and approval by DRB and City staff prior to and as a condition precedent to issuance of any LUP for the project.

   Monitoring: City staff shall verify compliance prior to issuance of any LUP for the project.

2. **EROSION CONTROL PLAN:** The applicant shall limit excavation and grading to the dry season of the year (i.e. April 15th to November 1st) 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 reseeding and to verify the construction has commenced in areas graded for placement of structures.

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, west and north by similarly designated property, developed with a mix of professional office, light-manufacturing and commercial retail uses. Hollister Avenue borders the site on the south with the Santa Barbara Municipal Airport beyond, along with other uses subject to the City of Santa Barbara Airport Land Use Plan. Existing development surrounding the project site is comprised primarily of one and two story structures, and none exceed the M-RP zone district maximum height of 35 feet.

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 extended stay 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.

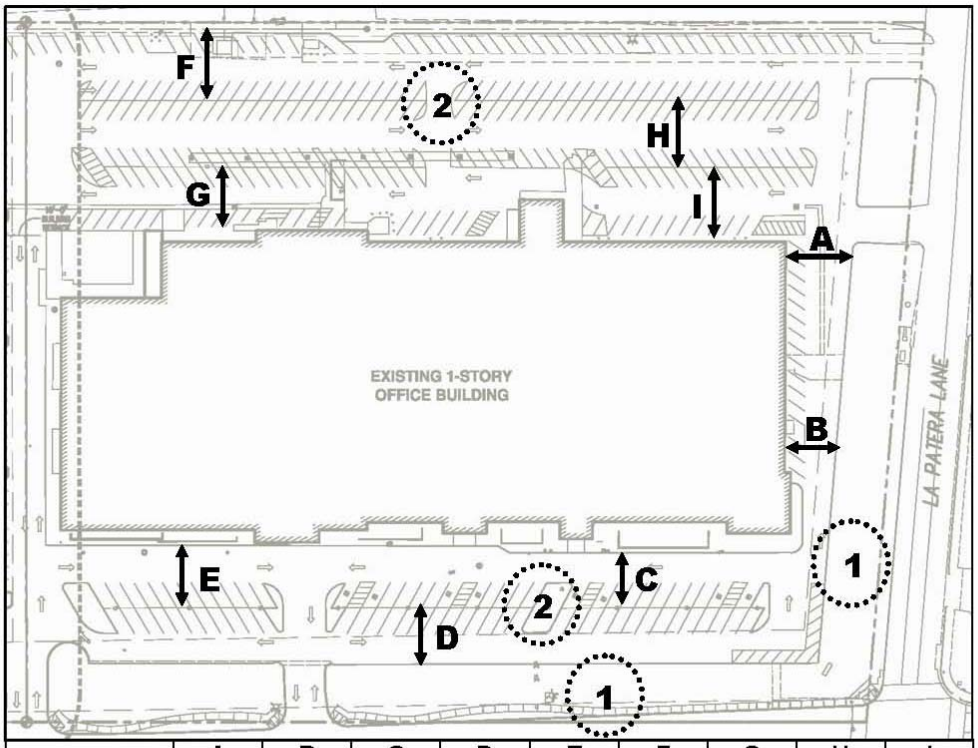
b) The proposed Marriott Residence Inn would include a three-story building, averaging between 34'-0' to 34'-4" in height as measured from finished grade, with architectural elements protruding 5'-1" at various points above the M-RP height limit of 35 feet (to approximately 40 feet). It is further noted that building heights are calculated from finished floor as opposed to existing or finished grade. This translates to a difference of between one and two feet when calculated from existing grade, and between 6" and one foot when calculated from finished floor (relative to finished grade). As a consequence, the applicant proposes to amend the General Plan by eliminating the current peak height limit of 35 feet. In such event, maximum building heights would default to that which is already codified in the City's Zoning Ordinance. Specifically, Sections 35-317.8.1 and 35-321.2.3.d. of the City's Zoning Ordinance already 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, stair-stepped frontal elevations and photo simulations which evidenced preservation of background mountain views. With the mitigation measures identified under Aesthetics, the proposed General Plan height amendment is considered less than significant.

In addition to building height, the proposed hotel would exceed the current General Plan Floor Area Ratio ("FAR") of 0.50 compared to 0.60 as proposed. To remedy this inconsistency, the applicant seeks a General Plan amendment that would eliminate the FAR for land uses set forth in Table 2-3 of the Land Use Element. This amendment would only affect two properties with a Hotel Overlay designation: the proposed Marriott Residence Inn and an unrelated proposal at the northeast corner of Storke and Hollister Avenue (commonly known as "Rincon Palms"). Development plans for the Rincon Palms project have been filed with the City and do not exceed the current 0.50 standard. Again, as earlier noted, DRB reviewed the overall project and concluded its Conceptual Review with conditions to be addressed at the Preliminary/Final stage of approval. These technical correction has been initiated by the City; however, the timing of the City's action may not coincide with actions on the proposed project. Consequently, the applicant has incorporated these changes into its application to ensure continuity of impending General Plan amendments.

In addition to the General Plan Amendments discussed above, the applicant has also requested an Ordinance Amendment to create a Hotel Overlay District that would allow for an increased lot coverage beyond the 35% allowed in the M-RP zone district.

As previously noted, a lot split is proposed to separate the hotel from the adjacent business center. In order to accomplish this, an amendment to the existing Development Plan for Parcel 1 is needed to: (i) account for the parcel split that severs the proposed Marriott Residence Inn project (totaling 3.79 acres) from the balance of the 10.95-acre parent parcel; (ii) institute reciprocal access and parking covenants that encumber both parcels; and (iii) allow a modification of development standards to account for as-built conditions. In specific regard to existing as-built conditions, Parcel 1 fails to comply with several current development standards; most notably: parking lot layout and drive aisle widths, hardscape and parking encroachments within the setback areas along Hollister Avenue and La Patera, and landscape coverage of less than 30% (see Figure 8 below and Figure 10 under Transportation/Traffic). These conditions exist with or without the lot split.

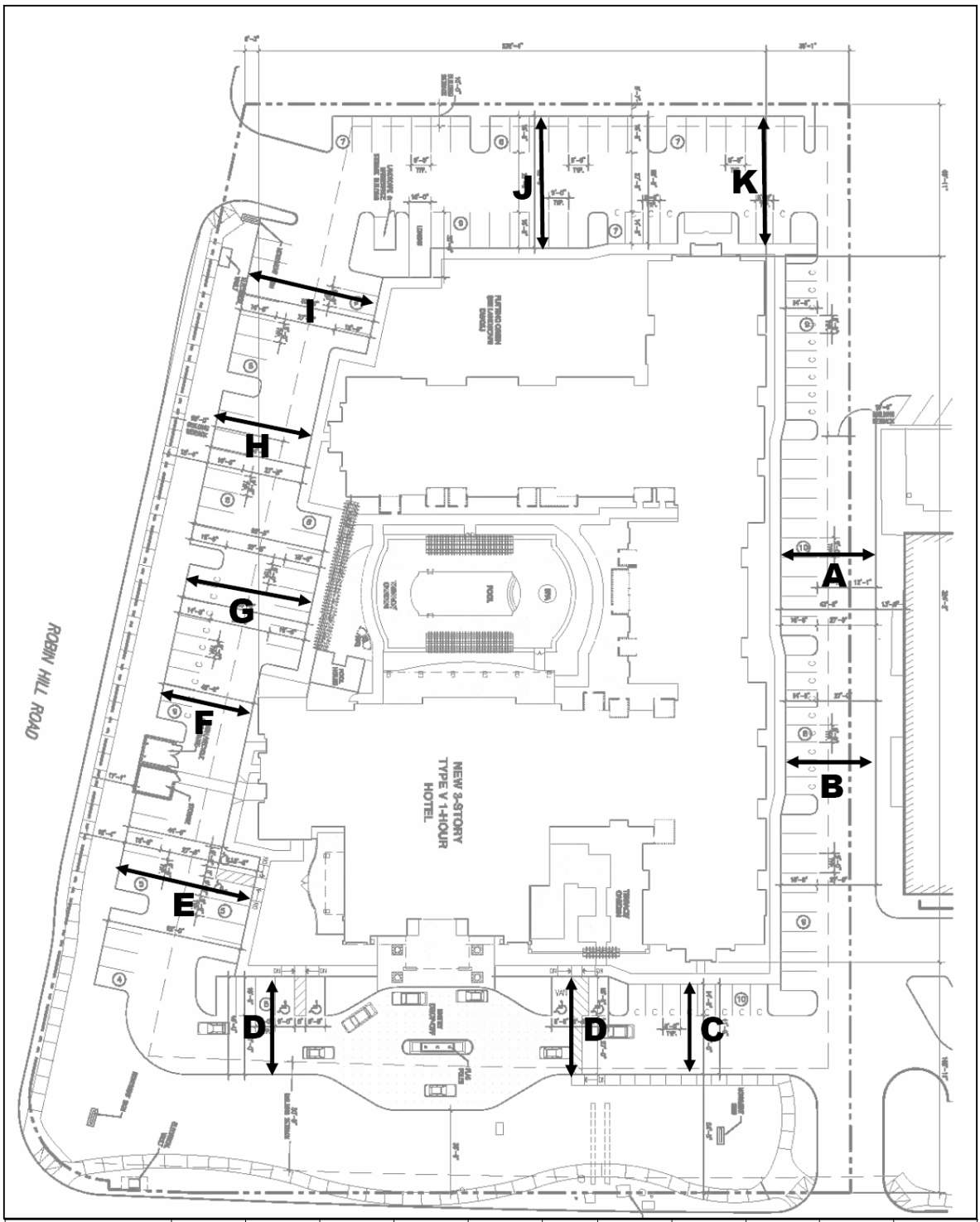
Figure 8: Parcel 1 Parking Lot Configuration



	A	B	C	D	E	F	G	H	I
Required	43.5'	43.5'	43.5'	43.5'	43.5'	60.5'	60.5'	60.5'	60.5'
Dimensioned	48'	35'	39'	39'	44'	47'	45'	47'	52'

1: Parking and Hardscape Encroachments into 50' Building Setback Area.
2: Landscape Computed at 20% of Site Compared to 30% Required.

Figure 9: Parcel 2 Parking Lot Configuration



	A	B	C	D	E	F	G	H	I	J	K
Required	43.5’	39’	39’	43.5’	60.5’	39’	**	43.5’	60’	60.5’	**
Dimensioned	43.5’	41.5’	41.5’	45’	62’	42’	58.5’	44’	60.5’	60.5’	58.5’

**The City’s design standards do not address a situation of two-way 90-degree parking with standard and compact stalls on opposing sides of a drive aisle. The width ranges from 54’ for double loaded compact stalls to 60.5’ for double load standard stalls. The 58.5’ dimensioned width is mid-point between this range.

In regard to Parcel 2, a detailed review of the site plan submittal for purposes of this Mitigated Negative Declaration showed several possible inconsistencies with adopted off-street parking development standards. These discrepancies included parking stall dimensions, drive aisle widths, lack of loading space and compact parking in excess of the maximum allowed. The applicant was advised of these deficiencies and submitted a revised plan dated November 6, 2007. While the revised layout is compliant with design standards (Figure 9), the modifications result in further encroachments into perimeter parkways. Exceptions to development standards are permitted for Development Plans through Goleta Zoning Ordinance Section 35-317.8. Provided that decision makers find the exceptions to be justified, the modification would be less than significant.

c) There is no habitat or natural community conservation plans covering the subject property, but it is adjacent to the Goleta Slough Ecosystem Management Plan area along the southern site perimeter. The project's use of BMP's and on site containment of water during construction would ensure compliance with this plan as well as polices of the City of Goleta's General Plan/Coastal Land Use Plan. Therefore, the project site would not 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 Parcel 2 shall be consistent with the revised parking lot shown in the plans dated November 6, 2007. Landscape coverage and related development features shall be consistent with these revisions. **Plan Requirements & Timing:** The project plans shall be resubmitted for review and approval by DRB and City staff prior to and as a condition precedent to issuance of any LUP for the project.

   MONITORING: City staff shall verify compliance with the requirement to prepare modified plans and shall verify installation prior to any 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

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
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

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
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?			✓		
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

The frontage of the project site along Hollister Avenue lies 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 on Hollister Avenue, operations at the Santa Barbara Municipal Airport and manufacturing operations in the vicinity (such as the nearby Raytheon

complex). 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.

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. Such impacts are not anticipated as a result of this project.

d) Although the project site is not located within close proximity to sensitive noise receptors, 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. In particular, pile driving operations may constitute a source of nuisance noise by virtue of magnitude and frequency of operations. These conditions may be further aggravated by soil geology which may allow vibrations to travel outside of the parcel boundaries. As such, construction activities (pile driving in particular) 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. **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, 4th of July, Labor Day). Exceptions to these restrictions may be made in extenuating circumstances (in the event of an emergency, for example) on a case by case basis at the discretion of the Director of Planning 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.

2. **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, west and north by similarly designated property, developed with a mix of professional office, light-manufacturing and commercial retail uses. Hollister Avenue boarders the site on the south with the Santa Barbara Municipal Airport 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 20 individuals on any one shift) 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

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
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.[3]

[3] Current State standards for classroom size are as follows:
Grade K-2—20 students/classroom

Project Specific Impacts

a) The proposed project has been reviewed by the County Fire Department for impacts to public safety. The primary responding County Fire Station for the proposed project would either be Station 14 on Los Carneros Road, north of U.S. Highway 101, or Station 17 on the University of California, Santa Barbara Campus, at the intersection of Mesa and Stadium Roads in (Public Safety) Building 547. Response times from both stations are within County Fire Department guidelines (five minutes or less). The Fire Department anticipates the need for four new fire hydrants to serve Parcel 2, plus upgrades to one existing hydrant at the northwest corner of the existing building located on Parcel 1 (Jim Michalak, Inspector, Fire Prevention Division, Santa Barbara County Fire Department, February 2007; Glenn Fidler, Inspector, Fire Prevention Division, Santa Barbara County Fire Department, August 6, 2007). Fire Department emergency vehicle access requirements for the project include a minimum width of 30 feet for the two-way entrance driveways and a minimum 20-foot path of travel around the entire building (per updated condition letter October 10, 2007, and confirming email, Martin Johnson, March 10, 2008). The Fire Department also requests 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). the inclusion of these measures, impacts attributable to the project would be deemed less than significant.

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. On the other hand, extended stays (resulting in usage patterns comparable to a residential use) could change these dynamics and result in greater impacts on these public services. Such impacts would be considered potentially significant.

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.

Grade 3-8—29 students/classroom
Grades 9-12—28 students/classroom

Required Mitigation Measures

1. **DESIGN MODIFICATIONS:** Utility plans for new development on Parcel 2 shall be modified to include the installation of necessary fire hydrants to comply with applicable Santa Barbara County Fire Department requirements. **Plan Requirements & Timing:** The project plans shall be updated to identify the location and specifications of the required fire hydrants and shall be submitted for review and approval by the Santa Barbara County Fire Department as well as City staff prior to and as a condition precedent to 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 and driveway widths 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 and as a condition precedent 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.

3. **OCCUPANCY LIMITATION:** Guest stays at the proposed hotel shall be limited to a maximum of 30 consecutive days. Exceptions to this requirement may be granted on a case-by-case basis at the sole discretion of the City. **Plan Requirements & Timing:** An enforceable covenant with the foregoing occupancy stipulation shall be prepared by the applicant and submitted for review and approval by the City. The covenant, following approval, shall be recorded against the property prior to and as a condition precedent to issuance of any LUP for the project.

   Monitoring: City staff shall verify that the occupancy covenant has been recorded 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, fitness center, library, and approximately 2,000-square feet of meeting space) to accommodate short-term stays. For reasons similar to those discussed under Public Services, extended stays (resulting in usage patterns comparable to a residential use) could render these onsite amenities inadequate and result in greater impacts on public recreational facilities. Provided that the occupancy restrictions are imposed as provided under Public Services, impacts attributable to the project would be deemed less than significant.

b) As noted above, the proposed project does include 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, impacts attributable to the project would be deemed less than significant.

Cumulative Impacts

Although the project would not result in any project specific, significant effects on recreational facilities or create demand for such new 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 from Storke Road to the west and Fairview Avenue to the east. The street network generally affected by the project consists of the following intersections and street segments.

Street Intersections:

1) Los Carneros Road at Hollister Avenue
2) Los Carneros Road at Calle Koral
3) Los Carneros Road at US 101 Southbound Ramps
4) Los Carneros Road at US 101 Northbound Ramps
5) Los Carneros Way at Hollister Avenue
6) Fairview Avenue at Hollister Avenue
7) Fairview Avenue at US 101 Southbound Ramps
8) Fairview Avenue at US 101 Northbound Ramps
9) Fairview Avenue at Calle Real
10) La Patera Lane at Hollister Avenue
11) Robin Hill Road at Hollister Avenue

Roadway Segments:

1) Los Carneros Road between Mesa Road and Hollister Avenue
2) Los Carneros Road between Calle Koral and US 101 SB ramps
3) Hollister Avenue between Los Carneros Road and Los Carneros Way
4) Hollister Avenue between Los Carneros Way and Fairview Avenue
5) Hollister Avenue between Los Carneros Way and Fairview Avenue
6) Fairview Avenue between Hollister Avenue and Kellogg Avenue
7) Fairview Avenue between Hollister Avenue and US 101 SB ramps

Access to the existing research-manufacturing facility on Parcel 1 is provided by four driveways; one each from Hollister Avenue and Robin Hill Road and two at the northeast portion of the site along La Patera Lane. Access for the hotel on Parcel 2 site is proposed via two driveway approaches, each designed to accommodate ingress and egress, one located along Hollister Avenue between Parcels 1 and 2, and the other located at the northwest corner at Robin Hill Road. The development of Parcel 2 would entail reconfiguration/relocation of the existing Robin Hill driveway that presently serves Parcel 1, resulting in a net increase of only one new driveway to serve both parcels together. Sidewalks along the frontage of Parcels 1 and 2 do not presently exist and would be provided, along with curbs and gutters, as part of the proposed project. A bike lane may be required by the City of Santa Barbara for that portion of Hollister Avenue within its jurisdiction.

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.

LEVEL OF SERVICE (including the project)	INCREASE IN V/C (greater than)
A	.20
B	.15
C	.10
OR THE ADDITION OF	
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 facilitate assessment of potential traffic impacts resulting from project implementation, a traffic study was performed by the City's Traffic Engineer (Jim Biega, AllianceJB, "Marriott Residence Inn Traffic Evaluations," June 18, 2007). Project trip generation was developed based on the Hotel rate (310) contained in Trip Generation (7th Edition), prepared by the Institute of Transportation Engineers. The project related traffic generation is summarized below:

Proposed Project Site Land Use Trip Generation

Site Description	Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
Hotel	310	140 Rooms	48	31	78	44	39	83	1.144

Project impacts to level of service conditions on roadway segments were evaluated by comparing existing conditions to existing plus project conditions, and by comparing cumulative conditions to cumulative plus project conditions. Roadway segment level of service was determined by relating the estimated roadway segment average daily traffic (ADT) to a specific level of service. Project impacts to study intersections were evaluated by comparing existing conditions to existing plus project conditions, and by comparing cumulative conditions (year 2030 buildout) to cumulative plus project conditions, thus representing a worst case scenario.

Signalized Intersection level of service (LOS) was calculated utilizing the Intersection Capacity Utilization (ICU) methodology in TRAFFIX software. The ICU methodology is consistent with that used by Santa Barbara County and local cities. This methodology generates a volume to capacity (V/C) ratio that is then correlated to a specific level of service. Stop-controlled intersection level of service was calculated using the Highway Capacity Manual (HCM) methodology contained in TRAFFIX software, which relates delay (seconds/vehicle) to a specific level of service. Intersection traffic signal warrant and delay evaluations were conducted for the Robin Hill Road/Hollister Avenue intersection. Principal results and findings of the Traffic Study are tabulated in Tables 1 through 4, while conclusions and impact determinations are summarized below:

Roadway Segment and Intersection Impacts: The proposed development of a hotel on Parcel 2 will not cause any project-specific or cumulative roadway segment impacts. However, the proposed project will cause project-specific and cumulative intersection impacts during the PM peak hour at the Robin Hill Road/Hollister Avenue intersection. Consequently, impacts attributable to the proposed project would be considered potentially significant.

TABLE 1 - Roadway ADT Project Specific Impacts

Roadway	Project Specific Impacts							
	Existing Average Daily Trips (ADT)				Project ADT	Ex + Proj ADT	Percent Change	Project Impact?
	Count Date	NB or EB	SB or WB	Total				
Los Carneros Road between Mesa Road and Hollister Avenue	2/10/2004	10078	10159	20237	110	20347	0.5%	No
Los Carneros Road between Calle Koral and US 101 SB ramps	2/9/2005	13736	12992	26728	110	26838	0.4%	No
Hollister Avenue between Los Carneros Road and Los Carneros Way	5/21/2003	8678	7403	16081	331	16412	2.1%	No
Hollister Avenue between Los Carneros Way and Robin Hill	5/20/2003	10018	11866	21884	469	22353	2.1%	No
Hollister Avenue between Robin Hill and Fairview Avenue	5/21/2003	10091	11907	21998	675	22673	3.1%	No
Fairview Avenue between Hollister Avenue and Kellogg Avenue	5/20/2003	11269	12733	24002	110	24112	0.5%	No
Fairview Avenue between Hollister Avenue and US 101 SB ramps	2/10/2005	13644	12879	26523	441	26964	1.7%	No

TABLE 2 - Roadway ADT Cumulative Impacts					
Roadway	Cumulative ADT	Project ADT	Cumulative + Proj ADT	Percent Change	Cumulative Impact?
Los Carneros Road between Mesa Road and Hollister Avenue	24656	110	24766	0.4%	No
Los Carneros Road between Calle Koral and US 101 SB ramps	31644	110	31754	0.3%	No
Hollister Avenue between Los Carneros Road and Los Carneros Way	20633	331	20964	1.6%	No
Hollister Avenue between Los Carneros Way and Robin Hill	19789	469	20258	2.4%	No
Hollister Avenue between Robin Hill / Fairview Ave	25744	675	26420	2.6%	No
Fairview Avenue between Hollister Avenue and Kellogg Avenue	25867	110	25977	0.4%	No
Fairview Avenue between Hollister Avenue and US 101 SB ramps	26578	441	27019	1.7%	No

Intersection Traffic Signal Warrant and Delay Evaluations: Intersection levels of service are provided in Tables 3 and 4. for Existing and Existing + project scenarios in the AM and PM peak hours. Tables 5 and 6 provide the cumulative scenario based on 2030 buildout + project. This cumulative scenario represents the City's worst case analysis based on the forecasted General Plan buildout. Traffic signal warrants at the Hollister Avenue/Robin Hill Road intersection are satisfied under existing conditions for the one hour warrant, four hour warrant and eight hour warrant. These traffic signal warrants would consequently also be satisfied under existing plus project, cumulative and cumulative plus project conditions. The delay experience by motorists under existing conditions, however, was observed to average less than 10 seconds per vehicle. Field observations also indicated that the nearby traffic signals at La Patera Lane and Aero Camino Road created gaps that allowed the motorists on Robin Hill Road to easily gain access onto Hollister Avenue. Consequently, in consideration of these findings and observations, no traffic control measures are immediately needed. As such, impacts attributable to the project would be deemed less than significant.

TABLE 3 AM Peak Hour LOS Analysis

Inter-section	2007 AM - Existing				2007 + Project AM - Marriott				Project Specific Impacts			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Crit V/C Change	Total Project Trips	Proj-ect Impact ?	Avg Crit Del Change
Storke Road/ Hollister Avenue	B	22.5	0.635	25.8	B	22.5	0.636	25.8	0.001	6	No	0
Los Carneros Road/US-101 NB Ramps	A	16.6	0.548	16.6	A	16.7	0.549	16.7	0.001	3	No	0.1
Los Carneros Road/US-101 SB Ramps	B	40.6	0.665	16.2	B	39.1	0.665	16.2	0	8	No	0
Los Carneros Road/ Calle Koral	A	9.7	0.482	4.5	A	9.8	0.483	4.5	0.001	8	No	0
Los Carneros Road/ Hollister Avenue	A	20.6	0.486	20.8	A	20.7	0.491	20.9	0.005	21	No	0.1
Los Carneros Way/ Hollister Avenue	A	10.3	0.392	12.8	A	10.3	0.397	12.8	0.005	31	No	0
Fairview Avenue/ Calle Real	C	26.7	0.703	26.9	C	26.8	0.705	27	0.002	10	No	0.1

TABLE 3 AM Peak Hour LOS Analysis (Continued)

Intersection	2007 AM – Existing				2007 + Project AM - Marriott				Project Specific Impacts			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Crit V/C Change	Total Project Trips	Project Impact?	Avg Crit Del Change
Fairview Avenue/ Hollister Avenue	A	19.6	0.453	20.3	A	19.7	0.454	20.3	0.001	46	No	0
La Patera Ln/ Hollister Avenue	A	6.7	0.436	8.3	A	6.6	0.445	8.1	0.009	49	No	-0.2
Fairview Ave/ US-101 NB Ramps	C	18.7	0.732	22.8	C	18.9	0.741	27.1	0.009	22	No	4.3
Fairview Ave/ US-101 SB Ramps	A	12.7	0.483	8.8	A	12.7	0.489	8.7	0.006	30	No	-0.1
Robin Hill/ Hollister Avenue	C	1.2	0.264	16.2	C	1.6	0.286	21.6	0.022	77	No	5.4
Robin Hill/ Hollister Ave - - Mitigation (Restriping)	C	1.2	0.264	16.2	C	1.6	0.271	20.4	0.007	77	No	4.2

TABLE 4 PM Peak Hour LOS Analysis

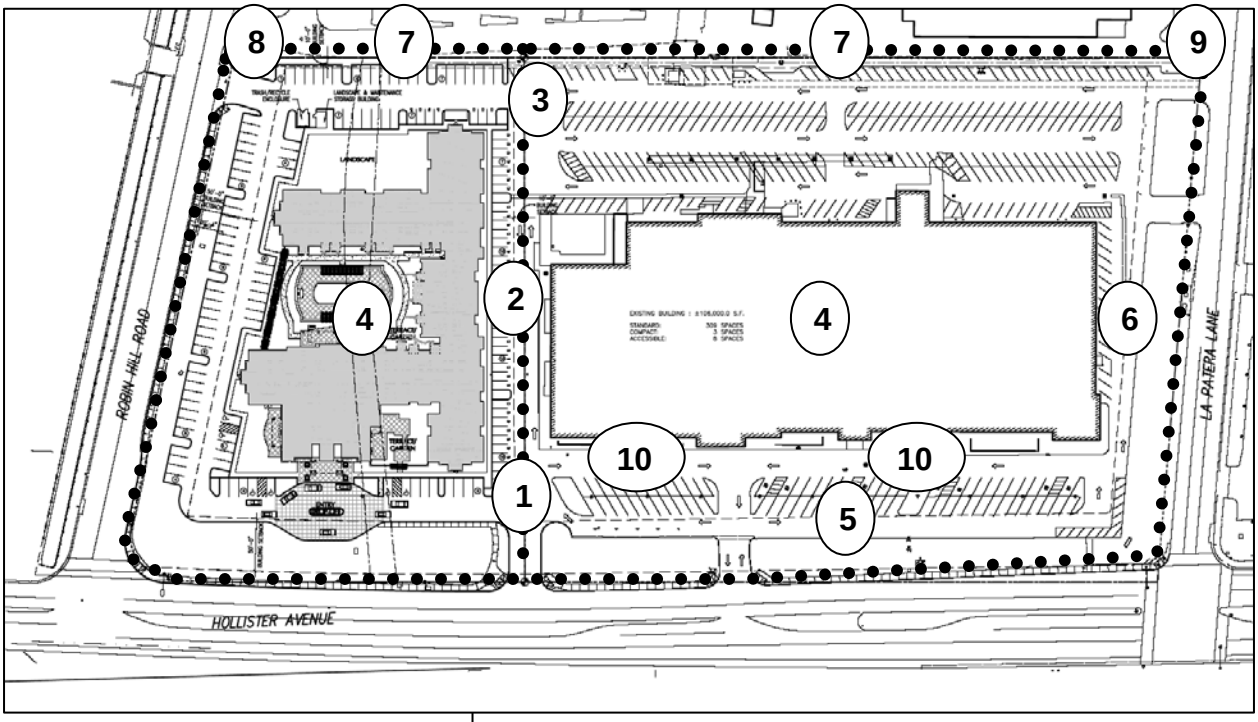
Intersection	2007 PM – Existing				2007 + Project PM – Marriott							
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Crit V/C Change	Total Project Trips	Project Impact?	Avg Crit Del Change
Storke Road/ Hollister Avenue	C	26.5	0.774	29.6	C	26.5	0.775	29.7	0.001	6	No	0.1
Los Carneros Road/US101 NB Ramps	A	18.1	0.583	35.4	A	18.1	0.565	35.6	0.002	4	No	.2
Los Carneros Road/US-101 SB Ramps	C	6.1	0.712	15.7	C	6.1	0.712	15.7	0.000	8	No	0
Los Carneros Road/ Calle Koral	C	12.4	0.786	15.3	C	12.7	0..77	15.6	0.004	8	No	0.1
Los Carneros Road/ Hollister Avenue	B	25.4	0.697	27.6	B	25.5	0.699	27.6	0.002	23	No	0.2
Los Carneros Way/Hollister Avenue	A	5	0.54	7.1	A	5	0.546	7.2	0.006	32	No	0
Fairview Avenue/ Calle Real	D	29.6	0.809	31.5	D	29.6	0.811	31.3	0.002	11	No	-8
Fairview Avenue/ Hollister Ave	B	24.3	0.69	27.7	B	24.5	0.696	27.9	0.006	48	No	0
La Patera Ln/Hollister Avenue	A	13.1	0.595	15.3	B	13.1	0.603	15.2	0.008	53	No	-0.1
Fairview Ave/US-101 NB Ramps	C	22	0.727	20.8	C	22.1	0.729	20.8	0.002	22	No	0
Fairview Ave/US-101 SB Ramps	A	13.3	0.558	21	A	13.2	0.563	21	0.005	32	No	0
Robin Hill/ Hollister Avenue	E	5.7	0.374	40.4	F	9.9	0.399	68	0.025	83	No	27.6
Robin Hill/ Hollister Ave -- Mitigation (Restripping)	E	5.7	0.374	40.4	D	4.8	0.339	32.4	-0.035	83	No	-8

Intersection	TABLE 5: AM Cumulative Scenario 2030											
	2030 AM - Marriott				2030 + Project AM - Marriott				Project Cumulative Impacts			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Crit V/C Change	Total Project Trips	Cum Impact ?	Avg Crit Del Change
Storke Road/ Hollister Avenue	C	25.8	0.778	29.7	C	25.9	0.78	29.8	0.002	6	No	0.1
Los Carneros Road/US-101 NB Ramps	C	20.2	0.741	44.4	C	20.3	0.743	44.9	0.002	3	No	0.5
Los Carneros Road/US-101 SB Ramps	D	113.6	0.835	18.7	D	111.5	0.837	19.1	0.002	8	No	0.4
Los Carneros Road/Calle Koral	B	11.2	0.675	6	B	11.3	0.676	6.1	0.001	8	No	0.1
Los Carneros Road/Hollister Avenue	B	23.7	0.649	25.2	B	23.8	0.655	25.4	0.006	21	No	0.2
Los Carneros Way/Hollister Avenue	A	11.1	0.495	14.8	A	11.1	0.5	14.8	0.005	31	No	0
Fairview Avenue/Calle Real	C	27.9	0.737	35.9	C	28	0.74	27.9	0.003	10	No	-8
Fairview Avenue/Hollister Avenue	A	22.2	0.583	23.7	A	22.3	0.584	23.7	0.001	46	No	0
La Patera Ln/ Hollister Ave	A	10.6	0.589	13.2	A	10.5	0.598	13.1	0.009	49	No	-0.1
Fairview Ave/US-101 NB Ramps	D	22.5	0.838	26.9	D	23	0.847	34.1	0.009	22	No	7.2
Fairview Ave/US -101 SB Ramps	A	12.9	0.573	9.3	A	12.9	0.579	9.3	0.006	30	No	0
Robin Hill/Hollister Ave	C	1.1	0.317	22.4	D	1.7	0.339	34.3	0.022	77	No	11.9
Robin Hill/Hollister Ave -- Mitigation	C	1.1	0.317	22.4	D	1.6	0.324	31.7	0.007	77	No	9.3

Intersection	TABLE 6: PM Cumulative Scenario 2030											
	2030 PM - Marriott				2030 + Project PM - Marriott				Project Cumulative Impacts			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Crit V/C Change	Total Proj. Trips	Cum. Impact ?	Avg Crit Del Change
Storke Road/ Hollister Avenue	E	35.4	0.941	41.7	E	35.4	0.942	41.8	0.001	6	No	0.1
Los Carneros Road/US-101 NB Ramps	A	18.3	0.59	23.3	A	18.3	0.592	23.3	0.002	4	No	0
Los Carneros Road/US-101 SB Ramps	E	14.8	0.908	21.3	E	14.8	0.908	21.3	0	8	No	0
Los Carneros Road/Calle Koral	D	13.8	0.821	16.8	D	14	0.825	17.1	0.004	8	No	0.3
Los Carneros Road/Hollister Avenue	D	30	0.835	33.7	D	30.2	0.837	33.8	0.002	23	No	0.1
Los Carneros Way/Hollister Avenue	A	4.9	0.576	6.9	A	5	0.582	7	0.006	32	No	0.1
Fairview Avenue/Calle Real	E	52.4	0.99	70.1	E	52.7	0.991	58.6	0.001	11	No	-11.5
Fairview Avenue/Hollister Avenue	D	26.5	0.803	31.6	D	26.6	0.809	31.8	0.006	48	No	0.2
La Patera Ln/ Hollister Ave	B	13	0.639	15.4	B	13	0.647	15.3	0.008	53	No	-0.1
Fairview Ave/ US-101 NB Ramps	C	23.3	0.757	25.3	C	23.5	0.765	25.7	0.008	22	No	0.4
Fairview Ave/ US-101 SB Ramps	A	13.6	0.569	21.4	A	13.5	0.574	21.4	0.005	32	No	0
Robin Hill/ Hollister Ave	F	11.8	0.434	90.4	F	22.6	0.458	166.1	0.024	83	Yes	75.7
Robin Hill/ Hollister Ave - - Mitigation	F	11.8	0.434	90.4	F	8.3	0.396	60.1	-0.038	83	No	-30.3

c) The FAA will analyze the proposed project in response to the filing of Form 7460-1 to determine if the project height would be pose a hazard to aviation. As specified under the section on Hazards and Hazardous Materials section of this document will ensure that no hazards exist or that the project will not impact air traffic operations.

FIGURE 10: ON-SITE TRAFFIC EVALUATION



d) The project site internal circulation was evaluated in conjunction with the Traffic Analysis. As keynoted in Figure 10, a review of the site plan identified the following conflicts and associated mitigation: (1) the parking lot aisleway intersection located immediately north of the proposed new driveway on Hollister Avenue should be stop-controlled in the east-west direction; (2) the row of compact parking stalls located along the primary north-south project site aisleway should be disbursed more evenly throughout the site[4]; (3) the interface between the proposed hotel two-way aisleways and the existing building structure's one-way aisleways should be signed or striped appropriately; and (4) reciprocal access should be provided between the existing project site building structure

[4]The redistribution of compact parking stalls has been accomplished in connection with the applicant's site plan submittal dated November 6, 2007.

property and the proposed new Marriott Residence Inn property. With the incorporation of these measures, potential traffic safety impacts resulting from proposed project would be considered adverse but less than significant. The Traffic Study also recommended the following additional actions which the Community Services Department will seek during final plan check review: (5) the existing parallel parking stalls along the southern project site aisleway should be removed; (6) the eastern north-south project site aisleway should be restriped or reconstructed (as appropriate) to provide two-way vehicle access; (7) an offer to dedicate future reciprocal access should be provided between the project site properties and the properties to the north of the project site; (8) the northern project site driveway on Robin Hill Road and the existing driveway on the property to the north should ideally be consolidated into one driveway (via a near term or future reciprocal access agreement); (9) the northern project site driveway on La Patera Lane and the existing driveway on the property to the north should ideally be consolidated into one driveway (via a near term or future reciprocal access agreement); and (10) the existing parking lot circulation system to the north of the existing full-access driveway on Hollister Avenue is unusual, and should be signed and striped more efficiently.

e) With the incorporation of design modifications and fire protection plan specified as mitigation under the section on Public Services of this document, potential impacts on emergency access would be considered adverse but less than significant.

f) A shared parking analysis was conducted for the proposed project as part of the overall Traffic Study. Existing Parking Demand data was collected on Thursday, April 14, 2007, at 7 a.m., 9 a.m., 11 a.m., 1 p.m., 4 p.m., 6 p.m., and 8 p.m. as summarized in Table 7, and conservatively estimated for the other hours of the day. Parking demand for the proposed hotel on Parcel 2 is estimated at 1 stall/room (based on a City of Irvine Parking Study), resulting in a projected need for 140 parking stalls (as compared to 144 parking spaces required under the City's Zoning Ordinance). The Urban Land Institute shared parking estimates indicate that the proposed 140 room hotel will require a maximum of 144 spaces (112 for guests and 32 for employees at 8:00 a.m., and 140 for guests and 4 for employees at 11:00 p.m.). The worst case parking scenario for the existing research-manufacturing facility on Parcel 1 totaling 106,500 square feet of building space is the ITE Office Rate of 2.84 spaces per 1,000 square feet, which would require 302 parking spaces. Based on this worst case scenario for the existing facility on Parcel 1 and 144 spaces for the proposed hotel on Parcel 2, a total of 446 spaces would be required. The proposed site plan provides 350 spaces for Parcel 1 and 140 spaces on Parcel 2, for a total of 490 spaces. In conclusion, parking for the existing research-manufacturing facility and the proposed hotel can be accommodated on the two properties 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.

TABLE 7 Shared Parking Analysis	Current Parking Demand (Surveyed)	Forecasted Parking Demand (From Hotel)			Current Plus Forecasted Demand
		Guests	Employees	Total	
Spaces	538			144	
6:00 AM	62	133	2	135	197
7:00 AM	62	126	11	137	199
8:00 AM	181	112	32	144	325
9:00 AM	181	98	32	130	311
10:00 AM	258	84	36	120	378
11:00 AM	258	84	36	120	378
12:00 PM	258	77	36	113	371
1:00 PM	234	77	36	113	347
2:00 PM	234	84	36	120	354
3:00 PM	234	84	36	120	354
4:00 PM	227	91	32	123	350
5:00 PM	227	98	25	123	350
6:00 PM	104	105	14	119	223
7:00 PM	104	105	7	112	216
8:00 PM	71	112	7	119	190
9:00 PM	71	119	7	126	197
10:00 PM	71	133	7	140	211
11:00 PM	71	140	4	144	215
12:00 AM	71	140	2	142	213

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 in the vicinity of the site immediately west of the Robin Hill/Hollister Avenue intersection. However, to make bus service attractive and accessible to patrons and employees of the proposed project, the Metropolitan Transit District ("MTD") recommends that the existing bus stop either needs to be upgraded and/or relocated to a location more convenient to the hotel.

Cumulative Impacts

The project's contribution to cumulative traffic impacts in the City would be addressed by payment of the required traffic development impact mitigation fees. As such, under the City's thresholds, project contributions to cumulative traffic conditions at area intersections would be considered to be less than significant.

Required Mitigation Measures

1. **STREET DESIGN MODIFICATIONS:** Street improvement plans for the proposed project shall be provided that include: (i) a raised landscaped center median along Hollister Avenue at the new proposed driveway and extending to the Robin Hill intersection, prohibiting left-in and left-out vehicle movements while allowing right-in and, right-out movements; (ii) restriping of the southbound Robin Hill Road approach at the Hollister Avenue intersection to provide one right lane and one left lane; (iii) directional handicap access ramps per City of Santa Barbara construction standard details - dual direction at the intersections of Robin Hill Road and La Patera Lane and single directional at driveway crossings; (iv) a six-foot wide frontage sidewalk along Hollister Avenue in compliance with the City of Santa Barbara Pedestrian Master Plan; and (v) a striped bikelane along the Hollister frontage. **Plan Requirements & Timing:** The project plans shall be updated and resubmitted for review and approval by staff of the Cities of Goleta and Santa Barbara prior to and as a condition precedent to issuance of any LUP for the project. The required street improvements shall be installed by the applicant and approved by staff of the Cities of Santa Barbara and Goleta prior to any occupancy clearance.

   MONITORING: City staff shall verify compliance with the requirement to prepare modified plans. City staff shall verify approval and acceptance of the completed street improvements by the City of Santa Barbara prior to any occupancy clearance.

2. **SITE DESIGN MODIFICATIONS:** Development plans for the proposed project shall be modified to include: (i) installation of on-site stop signs, controlling traffic in the east-west direction, where parking lots on Parcels 1 and 2 connect immediately north of the new driveway on Hollister Avenue; (ii) installation of on-site traffic control measures (i.e., signage and striping), where new two-way aisleways on Parcel 2 interconnect with existing one-way aisleways on Parcel 1; (iii) the existing parallel parking stalls along the southern project site aisleway should be removed; (iv) the eastern north-south project site aisleway should be restriped or reconstructed (as appropriate) to provide two-way vehicle access; (v) an offer to dedicate future reciprocal access should be provided between the project site properties and the properties to the north of the project site; (vi) the northern project site driveway on Robin Hill Road and the existing driveway on the property to the north should be consolidated via an offer for future reciprocal access in perpetuity; (vii) the northern project site driveway on La Patera Lane and the existing driveway on the property to the north should be consolidated into one driveway via an offer fur future reciprocal access in perpetuity; and (viii) the existing parking lot circulation system to the north of the existing full-access driveway on Hollister Avenue should be signed and striped more efficiently.

Plan Requirements & Timing: The project plans shall be updated and resubmitted for review and approval by DRB and City staff prior to and as a condition precedent to issuance of any LUP for the project. The on-site traffic control 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 and shall verify installation prior to any occupancy clearance.

3. **TRANSIT IMPROVEMENTS:** Public improvement plans for the proposed project shall be modified to include renovation of the existing bus stop located at the Hollister Avenue/La Patera intersection (along the frontage of Parcel 1) to conform with current standards including, but not limited to, a pull out area, concrete pad, sign, bench, trash receptacle and shelter. In addition, new sidewalks along the frontage of Parcels 1 and 2 shall be designed and constructed so as to provide ADA access to the nearest bus stop location. **Plan Requirements & Timing:** The project plans shall be updated and resubmitted for review and approval by City staff and the Metropolitan Transit District 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 and MTD prior to any occupancy clearance.

   MONITORING: City staff shall verify compliance with the requirement to prepare modified plans. City staff shall verify approval and acceptance of the completed street improvements by MTD prior to any occupancy clearance.

4. **SHARED PARKING:** The applicant shall prepare and record a shared parking and reciprocal access agreement to facilitate conjunctive use of parking on Parcels 1 and 2. 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 Parcels 1 and 2, 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.

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

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
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 Sanitary District (GSD) provides sewer service to the project site and surrounding businesses along the Hollister Avenue corridor. 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-001; 2004). A lift station is located at the southeast corner of Parcel 2 and is presently operating above design capacity with an actual flow of 350,000 GPD compared to 330,000 design throughput (per communication with Kamil S. Azoury, GSD General Manager, July 2007). As a consequence, the GSD proposes to relocate and upgrade the facility in conjunction with facility modernization contemplated by the Santa Barbara Municipal Airport. The parties are presently engaged in cooperative planning and December 2008 is forecast for completion of system upgrades (per communication with Kamil S. Azoury, GSD General Manager, July 2007).

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

Currently, all stormwater runoff, as well as tailwater from landscape irrigation onsite, surface flows to one of three existing storm drain outlets. Two of the outlets are located on the west side of the site and drain to a concrete channel on the west side of Robin Hill Road. A third outlet is located on the south side of the site and directs flows beneath Hollister Avenue. Surface flows from all three outlets discharge into a natural channel on the south side of Hollister Avenue and ultimately the Goleta Slough.

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 preliminary calculations performed by GSD, the proposed project is expected to generate approximately 25,000 GPD of wastewater. This represents approximately 1% of the remaining available treatment capacity under the GSD's operating permit from the RWQCB. Although the applicant has obtained a Sewer Service Availability letter from GWD, a firm commitment and reservation of a capacity has not yet been secured. While the projected volume of effluent would not exceed treatment capacity, it would exceed the 11,000 GPD baseline capacity allocated to the project site. This difference amounts to roughly 2% of design flow resulting upgrades to the onsite sewer lift station (i.e., 11,000/680,000 GPD = 2%). More significantly, the project would exacerbate pre-existing capacity limitations at the sewer lift station unless upgrades are completed as planned. As a contingency measure in the event system upgrades are not completed at the time of occupancy, the GSD has approved the use of a submerged 13,000 holding tank (designed by the applicant) that would be placed in the parking area immediately south of the proposed hotel (Don E. Donaldson, Principal Engineer, Penfield & Smith, October 16, 2007; Kamil S. Azoury, General Manager/District Engineer, GSD, October 23, 2007). Wastewater flows would enter the temporary tank via a temporary sewer line and be pumped to the existing GSD lift station via a temporary line. The temporary tank and lines would either be abandoned in place or removed after their useful service.

c) Although the total amount of impervious surfaces for Parcels 1 and 2 combined will be increased from 55% to 67%, the volume of water to be discharged from the site will actually decrease. During a 25-year storm event, existing peak flows leave the site at a calculated rate of 42.48 cubic feet per second (cfs) as compared to 39.98 cfs upon project completion. This reduction is attributable to the installation of a detention basin located at the southeast corner of Parcel 2. 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 need approximately 39.2 AFY, roughly equivalent to 3.3% of the City's total forecasted demand through 2030 and less than 1% of the GWD's total current water entitlement. While this level of estimated demand would not necessitate any new entitlements, resources, or requiring 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 central 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 112 tons/year in solid waste. A 50% source reduction allowance would reduce the waste stream to 56 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, stormdrain 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 the Goleta Sanitary District (GSD) for Parcel 2 shall be provided indicating that adequate water treatment capacity is available to serve the project upon demand and without exception (or equivalent guarantee). In the event that planned upgrades to the existing sewer lift station are not fully operational prior to completion of the proposed hotel: (i) the applicant shall implement the temporary holding tank contingency measure described in the letter and associated design exhibits from

Penfield & Smith dated October 16, 2007; and (ii) abide by the conditions of approval issued by GSD in its letter dated October 23, 2007. Based on the final construction drawings, the applicant shall pay the following fees as determined by GSD: (i) sewer connection fees; and (ii) mitigation fees to offset the difference between allocated capacity to Parcel 2 and projected volumes attributable to the proposed hotel. **Requirements & Timing:** A CAWS shall be forwarded to the City of Goleta prior to and as a condition precedent to issuance of any LUP for the project.

MONITORING: A connection permit issued by the GSD, 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 GSD.

2. **WATER SERVICE COMMITMENT:** A CAWS letter from the Goleta Water District (GWD) for Parcel 2 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 and as a condition precedent 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 be 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. **Plan Requirements and Timing:** The outdoor water conserving measures shall be incorporated into the final landscape plan that is submitted for review and approval by DRB pursuant to Mitigation Measure #4 under Aesthetics. The indoor water-conserving measures shall be

graphically depicted on building plans and approved prior to and as a condition precedent 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^2 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.

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- Santa Barbara Metropolitan Transportation District (Cynthia Boche)
- Santa Barbara County Association of Governments (Michael Powers & Bill Yim)
- County Fire Department (Martin Johnson, Glenn Fidler & Kate Sulka, Andrea Murphy, Tom Rjeck)
- 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:

AllianceJB , Inc. (Jim Biega), Marriott Residence Inn Traffic Evaluations, June 2007.

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City of Santa Barbara, Goleta Slough Ecosystem Management Plan, December 1997

County of Santa Barbara, Closure of Hazardous Materials Usage Areas at 6300 Hollister Avenue, Goleta, California, March 8, 2002.

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Earth Metrics, Incorporated, Final Environmental Impact Report for the Burroughs Corporation Santa Barbara Plan Expansion (79-EIR-18), April 3, 1980.

Federal Emergency Management Agency, Flood Insurance Rate Pam for Santa Barbara County, California (Panel 1362 of 1835; Map Number 06083C1352F), September 30, 2005.

Hazard Management Consulting, Environmental Site Assessment Update and Summary, May 26, 2005 and Soil Gas Groundwater and Soil Sampling Report, February, 2008.

Pacific Materials Laboratory of Santa Barbara, Inc., Preliminary Foundation Investigation for the Proposed Residence Inn by Marriott at 6300 Hollister Avenue, Goleta, California, January 30, 2007.

Penfield & Smith, Proposed Preliminary Hydrology Report for Residence Inn at 6300 Hollister Avenue, City of Goleta, California, June 2007 and July 24, 2007.

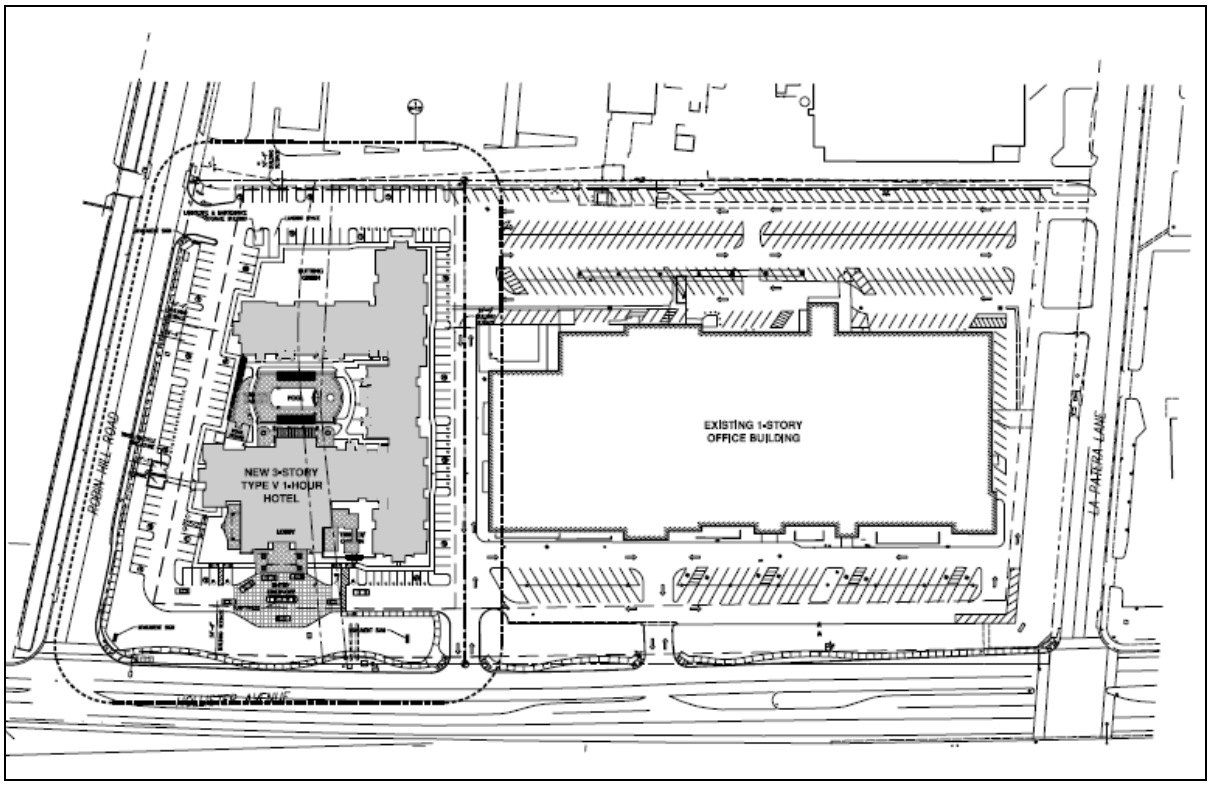
Penfield & Smith, Proposed Joint Goleta Sanitary District and Santa Barbara Airport Sewer Project, June 11, 2007.

Principal Real Estate Investors, LLC, Phase I Environmental Site Assessment of 6300 Hollister, Goleta, California, January 10, 2006.

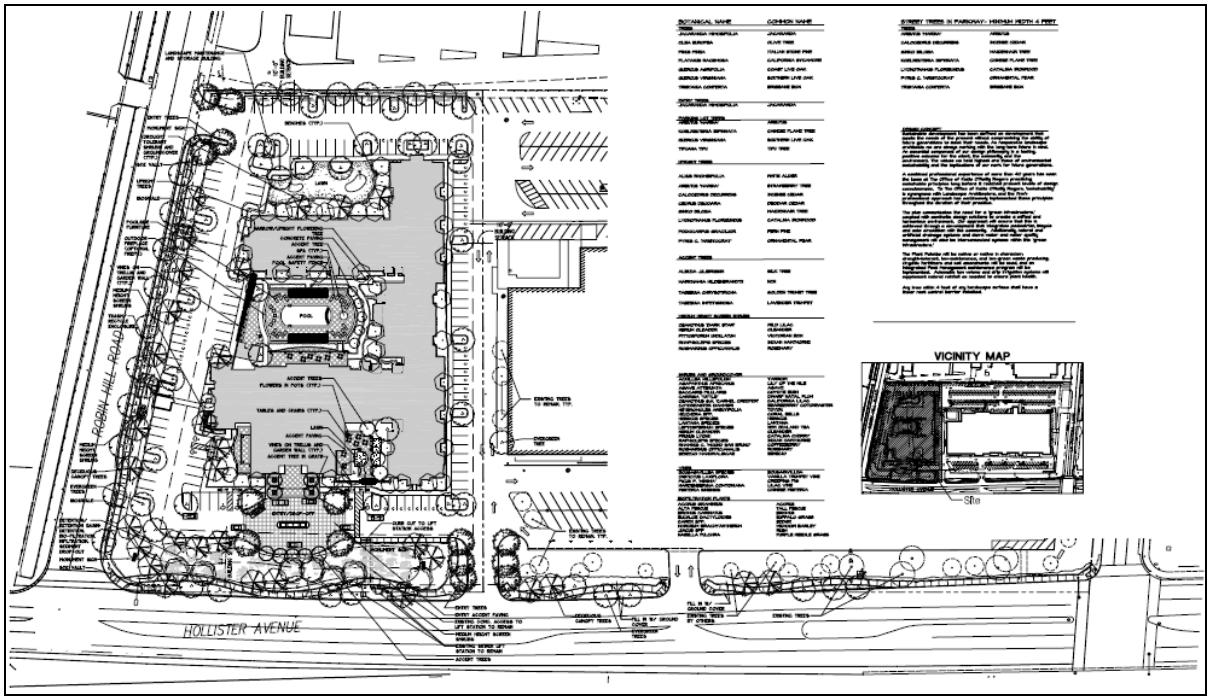
R.D. Olson, Application for Proposed Marriott Residence Inn (Various Forms, Plans and Exhibits), 2007.

15. ATTACHMENTS

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



Site Plan – March 2008



Landscape Plan – March 2008

Exterior Elevations – March 2008

GENERAL PLAN AMENDMENT
Case Nos. 07-007-GP

(Note: Underlining denotes words to be added to the General Plan; strike throughs denote words to be stricken from the General Plan. Except as shown below, all existing General Plan language remains unchanged.)

LAND USE ELEMENT

LU 4.2 Business Park (I-BP). [GP/CP] This use designation is intended to identify lands for attractive, well-designed business parks that provide employment opportunities to the community and surrounding area. The intensity, design, and landscaping of development should be consistent with the character of existing development currently located in these areas. Uses in the Business Park designation may include a wide variety of research and development, light industrial, and office uses, as well as small-scale commercial uses that serve the needs of business park employees. In addition, lands designated with a Hotel Overlay may include transient lodging that emphasizes extended stays. ~~The maximum FAR set forth in Table 2-3 is increased from 0.4 to 0.5 for hotel uses.~~ Activities in business park areas shall be conducted primarily indoors, and outdoor storage, processing, manufacturing, and vehicle repair are prohibited.

TABLE 2-3
ALLOWABLE USES AND STANDARDS FOR OFFICE AND INDUSTRIAL USE CATEGORIES

Allowed Uses and Standards	Office and Industrial Use Categories			
	I-BP	I-OI	I-S	I-G
Standards for Density and Building Intensity				
Standards for Building Intensity				
~~Maximum FAR~~	~~0.40~~	~~0.40~~	~~0.60~~	~~0.30~~
~~Maximum FAR for Hotels (with Hotel Overlay)~~	~~0.60~~	~~0.50~~	~~N/A~~	~~N/A~~
~~Maximum Structure Heights~~	~~35 Feet~~	~~35 Feet~~	~~35 Feet~~	~~35 Feet~~
NOTE: ONLY THAT PORTION OF TABLE 2-3 PERTINENT TO THE PROPOSED GENERAL PLAN AMENDMENT IS SHOWN ABOVE.				

ZONING ORDINANCE AMENDMENT
Case Nos. 07-007-OA

Sec.35-250F HO - Hotel Overlay

(Amended by Ord. *[to be inserted]*)

Sec. 35-250F.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 Overly 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.35-250F.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.

Sec. 35-250F.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.