



TO: Mayor and Councilmembers

FROM: Dan Singer, City Manager

CONTACT: Steve Chase, Director, Planning and Environmental Services
Patricia S. Miller, Manager, Current Planning

SUBJECT: Case No. 07-208-SPA, -DP; Camino Real Hotel Project; 401 Storke Road; APN 073-440-019

RECOMMENDATION:

- A. Open the public hearing on the Camino Real Hotel project.
- B. Allow staff presentation, applicant presentation, and public testimony.
- C. Close the public hearing.
- D. Adopt resolution 09-__ entitled "A Resolution of the City Council of the City of Goleta, California Accepting the Addendum dated October 31, 2008, to the Camino Real Project EIR (96-EIR-3) and Adopting CEQA Findings and a Mitigation Monitoring and Reporting Program for the Camino Real Hotel Project; Case No. 07-208-SPA, -DP; 401 Storke Road; APN 073-440-019". (Attachment 1).
- E. Introduce and conduct the first reading (by title only) and waive further reading of City Council Ordinance 09-__ entitled "An Ordinance of the City Council of the City of Goleta, California Amending the Camino Real Specific Plan; 401 Storke Road; APN 073-440-019" (Attachment 2).
- F. Conceptually approve the Camino Real Hotel Project by conditionally adopting City Council Resolution 09-__ entitled "A Resolution of the City Council of the City of Goleta, California Approving a Development Plan for the Camino Real Hotel Project; 401 Storke Road; APN 073-440-019". (Attachment 3)
- G. Continue the item to March 3, 2009 in order to conduct the second reading and adoption of the Ordinance for an Amendment to the Camino Real Specific Plan and to adopt a City Council Resolution thereby approving the Camino Real Hotel Project.

BACKGROUND:

The proposed project site is located at the northwest corner of Storke and Phelps Roads. The property includes 3.02 acres and is addressed as 401 Storke Road. The General Plan land use designation is Community Commercial. The zoning designation is C-2 (Retail Commercial).

The following discretionary approvals are required for project implementation:

- A Specific Plan Amendment (SPA) to amend Camino Real Specific Plan (CR Specific Plan) Development Standard LU-21 updating the land use designation for the site in the Specific Plan from General Commercial to Community Commercial, consistent with the Goleta General Plan and amending CR Specific Plan Development Standard LU-23 changing the maximum allowed number of hotel rooms from 50 to 99 rooms; and
- A Development Plan (DP) to allow a 99-room, two-story hotel of approximately 73,828 square feet and associated infrastructure.

The Planning Commission heard the project on November 10, 2008 and recommended approval of the Specific Plan Amendment and Development Plan applications to the City Council (see Resolution 08-__ in Attachment 4).

Permitting History

The proposed Camino Real Hotel project is located within the CR Specific Plan area. In July 1997, the County of Santa Barbara approved the CR Specific Plan and companion cases and certified the Camino Real Project EIR (96-EIR-3). The 1997 Camino Real Project approval included the following components:

- 95-SP-001: A Specific Plan for 83 acres identifying six land use components - retail/entertainment commercial, commercial recreation, visitor-serving commercial, public recreation and open space, residential, and transit facility as well as development standards and design guidelines.
- 95-GP-001: A General Plan Amendment to change the land use designations on-site to reflect the proposed land uses and to amend site specific development standards in the Goleta Community Plan related to airport approach zones.
- 95-RZ-006: A Rezone to change the zoning on-site to reflect the proposed land uses.
- 95-DP-026: A Development Plan for the first phase of Specific Plan development, including CR Marketplace (500,000 square feet of major retail and service/entertainment commercial), a 46,504-square foot indoor ice rink, a 17,000-square foot outdoor roller hockey rink, an active and passive community park, relocation of Dos Pueblos Little League fields, an MTD facility, associated private roads, bike paths, landscaping, grading and drainage improvements, and modifications to Zoning Ordinance requirements for parking, and masonry screening walls.

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

Since certification of 96-EIR-3, the residential component of the CR Specific Plan build-out scenario has been effectively eliminated. 96-EIR-3 assumed up to 200 residential units for this component. The CR Specific Plan approval in 1997 reduced the allowable residential units to 130 residential units. The potential for development of these residential units has been replaced with a long-term commitment (and deed restriction) to maintain recreational use (currently Little League fields) in the location previously identified for residential development. This property is now owned by The Foundation for Girsh Park. This same area has also been re-designated for recreational uses in the Goleta General Plan.

DISCUSSION:

Project Description

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

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

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

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

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

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

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

The site was previously rough graded as part of grading for the CR Marketplace, Girsh Park, and parking lots. Additional finish grading would consist of 2,500-cubic yards of cut and 2,500-cubic yards of fill. No import or export of fill material is anticipated to complete site grading. The applicant proposes stormwater catch basins/drains and pollution prevention interceptors onsite and bio-swales both onsite and within the right-of-way to avoid cross lot drainage. Captured water would be transported by an existing underground 30-inch storm drain located on the west end of the site and routed to an existing natural area for bio-filtration and detention of peak stormwater flows on the adjacent Girsh Park property. The natural area for bio-filtration was previously engineered to hold a 100-year flood event for all development considered in the CRSP. A Mediterranean landscape palette is proposed and was, in part, designed to compliment landscaping at the CR Marketplace. The proposed landscape coverage is 24.5%, which is not inclusive of the 16,000 square feet of landscaping located within the City rights-of-way for both Storke and Phelps Roads. A 6-foot tall decorative masonry wall/iron fence is proposed on the north and west property lines. A decorative/covered trash enclosure, out of public view, is proposed in the northwest corner of the property. Additional lighting is also proposed throughout the project site.

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

No signage is included in this proposed project.

Project Analysis

Environmental Analysis

An Addendum to the Camino Real Project EIR (96-EIR-3) was prepared for the CR Hotel project pursuant to §15164 of the California Environmental Quality Act (CEQA). The Addendum is included as Attachment 5 to this staff report. An Addendum to 96-EIR-3 is considered the appropriate environmental review for this project as all previously identified impacts will remain the same or less than previously identified in 96-EIR-3. There are no new significant impacts (i.e. no new Class I or Class II impacts) nor an increase in the severity of previously identified impacts (i.e. a Class III impact has not become a Class II or Class I impact; a Class II impact has not become a Class I impact). State CEQA Guidelines Section 15164 provides that an addendum need not be circulated for public review¹, but can be included in, or attached to, the Final EIR. The Guidelines further provide that the Planning Commission and City Council must consider the Addendum together with the Final EIR prior to taking action to approve the project.

96-EIR-3, was tiered off of the Goleta Community Plan EIR (91-EIR-13 and 95-SD-2), which included specific findings for the properties comprising the CR Specific Plan area (previously referred to as the Girsh property, Site #18). 96-EIR-3 identified six environmental impacts which could not be fully mitigated to a level of insignificance and were, therefore, considered significant and unavoidable (Class I). Those impact areas were: aesthetics, air quality, land use (aircraft safety & economic effects), public services (schools & solid waste), recreation, and transportation (cumulative). The identified, significant, unavoidable impacts were found to be acceptable when weighed against the overriding benefits provided by the project.

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

The June 4, 1997 addendum addressed several project changes which were incorporated into the project during the Airport Land Use Commission (ALUC) process, including modifications to the regional shopping center layout, reducing the number of theater seats, swapping the locations of the ice rink and roller hockey rink, inclusion of a

¹ Although not required, the draft addendum was circulated for a courtesy public review for 20 days from September 5 to September 24, 2008.

bio-swale, reduction in the density of the residential component, and reduction in the number of hotel rooms for the visitor serving component from 115 to 50 rooms.

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

These addenda provided clarification on environmental impacts to address specific changes to the project description that were proposed subsequent to completion of the proposed final version of 96-EIR-3. The project changes incrementally reduced some impacts. However, the project changes evaluated in the 1997 addenda were not sufficient to alter the conclusions of 96-EIR-3; specifically there were no resulting changes to residual impact levels for any environmental issue area.

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

The CR Hotel Addendum identifies the potential for the following significant environmental impacts to occur as a result of the project:

- Aesthetics
- Air Quality
- Biology
- Cultural Resources
- Geology/Drainage
- Land Use
- Noise
- Public Services
- Traffic/Circulation
- Water Resources

With the exception of airport hazards, all potentially significant impacts can be mitigated to less than significant levels. Mitigation measures include, but are not limited to, receiving final DRB approval for structures, landscaping, signs, the trash enclosure area, mechanical equipment and lighting, approval of a final grading and drainage plan including design features to control erosion and flooding potential, controls on construction noise and emissions, approval of roadway and bus stop improvement plans, payment of transportation impact fees, preparation and implementation of solid waste management and reduction plans, preparation of an acoustical analysis to ensure proper construction methods to minimize noise exposure, construction design to accommodate the potential for expansive soils onsite, implementation of water quality protection measures, and guarantee of water and sewer service for the project.

Mitigation measures from the Addendum have been incorporated as recommended conditions of approval for the Development Plan. For more information regarding the project's environmental impacts and mitigation measures, please refer to the Addendum in Attachment 5.

General Plan Consistency Analysis

The General Plan consistency analysis is included in Attachment 6 and shows that the proposed project, as conditioned, would be consistent with all applicable policies. The following policies are highlighted:

Good Cause Finding to Exceed Recommended Standards for Building Intensity:

As identified in Attachment 7 (Zoning Ordinance Consistency), the proposed hotel size, footprint and height are consistent with Zoning Ordinance requirements, including a maximum height of 35 feet and maximum height of 50 feet for towers. However, the proposed project exceeds the *Recommended Standards for Building Intensity* for the C-C land use designation in General Plan Land Use Table 2-2, including a 0.40 FAR and 25-foot height limit. These recommended standards may be exceeded based on the "good cause" finding:

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

The DRB first reviewed the project on April 8, 2008. At that time, the DRB expressed concern with the height of the northeast tower. In response to comments received at the first DRB meeting, the applicant revised the project plans, including reducing the height of this tower and altering the color palette.

DRB reviewed the revised project plans on May 28, 2008, and found no further issue with the hotel's proposed FAR or height. Because substantial landscaping within the Phelps Road right-of-way will be installed and maintained by the hotel, the effective size of the hotel as viewed from surrounding streets, within the entirety of the "site's" landscaped area, may appear smaller than is indicated by the FAR calculation (which excludes all right-of-way area, even if such areas are landscaped). The project site is essentially an undeveloped, infill lot, which is nearly devoid of vegetation. The primary change to the visual character of the area will therefore result from conversion of this currently undeveloped dirt lot to any type of structural development. There are a wide variety of architectural styles and building sizes surrounding the project site. The proposed hotel is consistent with the land use and building footprint identified for the site in the Camino Real Specific Plan and the Camino Real Project EIR 96-EIR-3. The proposed hotel design will serve as an appropriate transitional development between the regional shopping center (including "big box" retail commercial structures) to the north and the multi-family residential neighborhood to the south. The project, as

conditioned, will not create an adverse impact to community character, aesthetics or public views. Therefore, the good cause finding can be made in this instance.

Airport Land Use Plan

The original Camino Real Development Plan approval (95-DP-026) acknowledged the potential for an aircraft accident within the 83-acre Specific Plan area, describing this potential safety impact as “unlikely” frequency (between once in 100 to 10,000 years), but “major” consequence (up to 10 severe injuries). Based on the adopted safety thresholds this impact was considered significant and unavoidable.

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

With regard to the current project proposal for a 99-room hotel, the FAA issued a “Determination of No Hazard to Air Navigation” letter dated May 15, 2008, which concluded that the structure would not exceed obstruction standards and would not be a hazard to air navigation.

On October 16, 2008, the ALUC considered an SBCAG staff report for the current CR Hotel project. The staff report recommended that the 99-room hotel request be found inconsistent with the ALUP, with an Alternative Finding (Option 2) that the 99-room hotel project is consistent with the ALUP. Specific findings for consistency were not included in the staff report for Alternative Finding, Option 2. The ALUC also considered the ALUP. After review and consideration of the project at their hearing, the ALUC chose not to take action on the project, with the knowledge that taking no action resulted in the project being found consistent with the ALUP (on November 4, 2008). Therefore, pursuant to General Plan policies, the project has been sent to the ALUC for review to consider the project’s consistency with the ALUP. The ALUC letter of November 5, 2008, deeming the project consistent with the ALUP by operation of law, is included in Attachment 7.

Housing Element, Policy 3.2

Housing Element, Policy 3.2 requires new non-residential development to contribute to the provision of affordable housing. The City encourages the creation of housing near where people work and seeks participation of non-residential development in contributing affordable houses related to their impact on the local workforce. The

contribution may include in-lieu fees, provision of on-site housing, housing assistance as part of employee benefit packages, or other alternatives of similar value. The fulfillment of affordable housing requirements is presently established by policy/administrative practice, where as an ordinance has not yet been adopted.

Options that may be considered include average rates currently used by other California jurisdictions. Some jurisdictions have adopted rates for hotels and restaurants using a per square foot fee amount. The rates fluctuated greatly; valuing contributions to affordable housing is largely dependent upon community values, affordable housing, and construction. Decision makers should refrain from the comparability of any city to Goleta and rather use this data to consider an appropriate average. The rates are as follows:

	Hotel Rate Per S.F.	Applicable Fee
San Diego	\$0.64	\$47,250
Pleasanton	2.57	189,738
Santa Monica	4.91	362,496
Walnut Creek	5.00	369,140
Oakland	12.91	953,120
Average	5.20	383,906

Staff recommends applying the average factors from the above generation rates, resulting in an in-lieu fee of \$383,906. The applicant may choose to provide affordable units in the future. Decision makers may choose to allow consideration of a reduction on the fee if such units are developed.

Staff can discuss this issue further at the hearing and can assist the City Council in making a recommended consistency determination using one of these options or some other appropriate means of determining consistency.

Zoning Ordinance Consistency Analysis

The proposed project would be consistent with all applicable setback, building coverage, height, and landscaping requirements of the C-2 (Retail Commercial) zone district, except for one requested modification to allow parking in the front yard setback. Attachment 7 of this staff report provides a detailed discussion of project compliance with applicable zoning requirements and standards.

Modifications to Article III Standards:

The following modification is proposed pursuant to Article III, §35-317.8.1:

- Modification to allow 28 parking stalls to be located within the front yard setback along Phelps Road. Section 35-262.2 of Article III requires parking to be located outside of the front yard setback;

Twenty-eight parking stalls are located nine feet into the front yard setback along Phelps Road. This modification is justified in this location due to the location of the right-of-way line in relation to the paved width of Phelps Road. Thirty feet (30') of the right-of-way is located between the curb and the project's south property line. This 30 feet is comprised of landscaping and a meandering sidewalk, and is maintained by the project applicant. This area serves as a 30-foot landscaped setback, far exceeding the 10 feet that is required by the zoning ordinance. In addition, when adjacent Girsh Park was developed, the Phelps Road right-of-way on the north side of the street (extending from Storke Road and along the park frontage) was to be relinquished to the property owner. Substantial conformity determination case number 95-DP-026 SC01 specifically approved *not* widening Phelps Road to four lanes and, at that time, supported abandonment of a 34-foot wide strip of right-of-way, although the abandonment was never effectuated.

Design Review Board

The Design Review Board (DRB) considered the project for *Conceptual* review on April 8, 2008 and May 28, 2008. The applicant revised the project plans in response to comments received at their first DRB meeting. The revised project was presented to the DRB in May and the DRB had favorable comments on the revised project. The DRB was especially supportive of the change in the color palette to earth-toned colors and a Tuscan Mediterranean style versus the previous white color palette and Spanish architectural style, often associated with buildings in the City of Santa Barbara. With regard to lighting, the DRB requested that the applicant provide a detailed lighting plan incorporating the dark sky standards, including cut sheets and the precise placement of lighting fixtures and bollards at their next review. Overall, the DRB offered very positive comments on the proposed project design.

Goleta Growth Management Ordinance (GGMO)

The project is subject to Ordinance 03-04, the Goleta Growth Management Ordinance. The provisions of Section 8, Competitive System for Assigning Allocations to Non-Exempt Projects, are applicable. Points are awarded at the time of any discretionary action for approval of the project. The criteria for awarding points are included in Attachment 8. Staff recommends the assignment of 7 points for this project.

Summary

With the exception of the airport safety hazard previously acknowledged in 96-EIR-3, all project impacts can be mitigated to a less than significant level, all mitigations have been included as conditions of approval, and all findings can be made (CEQA and administrative findings). Therefore, staff recommends approval of the proposed Camino Real Hotel project.

GOLETA STRATEGIC PLAN:

The Camino Real Hotel project would be consistent with the following Goals in the Strategic Plan entitled: "Promote a Healthy Business Climate" and moves the City closer towards realizing its vision as defined within the City's Strategic Plan.

ALTERNATIVES:

None are recommended.

LEGAL REVIEW:

This staff report has been reviewed by the City Attorney.

FISCAL IMPACTS:

The processing costs associated with the Camino Real Hotel Project are paid by the applicant.

Submitted By:

Reviewed by:

Approved By:

Steve Chase, Director
Planning and Environmental
Services

Michelle Greene, Director
Administrative Services

Daniel Singer
City Manager

ATTACHMENTS:

1. City Council Resolution 09-___; CEQA Resolution
2. City Council Ordinance 09-___; Specific Plan Amendment Ordinance
3. City Council Resolution 09-___; Development Plan for the Camino Real Hotel Project
4. Planning Commission Resolution 08-___
5. Proposed Addendum to 93-EIR-6 dated October 31, 2008
6. General Plan Policy Consistency Analysis
7. Zoning Ordinance Consistency Analysis
8. Goleta Growth Management Ordinance, Section 8.2 (Award of Points)
9. Project Plans

ATTACHMENT 1

City Council Resolution 09-__; CEQA Resolution

RESOLUTION NO. 09-__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GOLETA, CALIFORNIA ACCEPTING THE ADDENDUM DATED OCTOBER 31, 2008 TO THE CAMINO REAL PROJECT EIR (96-EIR-3) AND ADOPTING CEQA FINDINGS AND A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE CAMINO REAL HOTEL PROJECT; CASE NO. 07-208-SPA, -DP; 401 STORKE ROAD; APN 073-440-019

WHEREAS, an application was submitted by Wynmark Company, agent for the property owner, Camino Real III, LLC on October 18, 2007 requesting approval of an Specific Plan Amendment and a Development Plan; and

WHEREAS, the application was found complete for processing on March 4, 2008; and

WHEREAS, the application is for a Specific Plan Amendment to revise the language of Camino Real Specific Plan Development Standard LU-21 to update the land use designation for the site from General Commercial to Community Commercial, to revise the language of Development Standard LU-23 to increase the maximum number of hotel rooms from 50 to 99 rooms and for a Development Plan to construct a 99-room, two-story hotel of approximately 73,828 square feet; and

WHEREAS, it was determined that the proposed project, inclusive of all of its various components, was subject to the California Environmental Quality Act and that preparation of a Addendum to the Camino Real Project EIR (96-EIR-3) would be appropriate; and

WHEREAS, a Draft Addendum was prepared by the City of Goleta, and was released for a courtesy public review between April 29, 2008 and May 28, 2008 (although CEQA does not require Addendums to be circulated for public review); and

WHEREAS, a total of five letters or written statements were received on the Draft Addendum; and

WHEREAS, in response to written public comments received, a proposed Final Addendum was released on October 31, 2008, pursuant to the requirements of the State and City CEQA Guidelines; and

WHEREAS, on November 10, 2008, the City of Goleta Planning Commission conducted a duly noticed public hearing on the project application, at which time all interested persons were given an opportunity to be heard; and considered the entire administrative record, including application materials, staff report, the Addendum, and oral and written testimony from interested persons; and

WHEREAS, on November 10, 2008, the City of Goleta Planning Commission adopted Resolution 08-___, recommending that the City Council accept the Addendum dated October 31, 2008 pursuant to the State CEQA Guidelines and approve Case 07-208-SPA, -DP, with recommended findings and conditions of approval; and

WHEREAS, on February 3, 2009, the City Council conducted a duly noticed public hearing on the project application, at which time all interested persons were given an opportunity to be heard; and considered the entire administrative record, including application materials, staff report, the Addendum, and oral and written testimony from interested persons; and

WHEREAS, the City Council finds that acceptance of the Addendum dated October 31, 2008 to 96-EIR-3 for the Camino Real Hotel Project would be based on its ability to make the required findings, including findings pursuant to the California Environmental Quality Act (CEQA).

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GOLETA AS FOLLOWS:

SECTION 1. Recitals.

The City Council hereby finds and determines the foregoing recitals, which are incorporated herein by reference, are true and correct.

SECTION 2. Acceptance of the Addendum dated October 31, 2008 to the Camino Real Project EIR (96-EIR-3).

The City Council has examined the proposed Addendum and considered it with the previously certified Camino Real EIR (96-EIR-3), as well as the comments on the Draft Addendum received during the courtesy public review process, and finds that the Final Addendum has been prepared in compliance with the requirements of CEQA, including direct, indirect, and cumulatively significant effects and proposed mitigation measures; and hereby certifies that the Addendum constitutes a complete, accurate, adequate, and good faith effort at full disclosure, and reflects the City of Goleta's independent judgment and analysis pursuant to the State CEQA Guidelines.

SECTION 3. Adoption of Findings.

The findings set forth in Exhibit 1 to this Resolution are hereby adopted and incorporated herein by reference.

SECTION 4. Documents.

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the City Clerk, City of Goleta, 130 Cremona Drive, Suite B, Goleta, California, 93117.

SECTION 5. Publication.

The City Clerk shall certify to the adoption of this resolution.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2009.

ROGER S. ACEVES, MAYOR

ATTEST:

APPROVED AS TO FORM:

DEBORAH CONSTANTINO
CITY CLERK

TIM W. GILES
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA)
CITY OF GOLETA) ss.

I, DEBORAH CONSTANTINO, City Clerk of the City of Goleta, California, DO HEREBY CERTIFY that the foregoing City Council Resolution No. 09-__ was duly adopted by the City Council of the City of Goleta at a regular meeting held on the ____ day of _____, 2009, by the following vote of the Council:

AYES:

NOES:

ABSENT:

(SEAL)

DEBORAH CONSTANTINO
CITY CLERK

**EXHIBIT 1
CEQA FINDINGS**

**CAMINO REAL HOTEL PROJECT
401 STORKE ROAD; APN 073-440-019
CASE NO. 07-208-SPA, - DP**

Findings pursuant to the California Environmental Quality Act Guidelines Sections 15091, 15093, and 15164:

1. *Consideration of the Addendum dated October 31, 2008 to the Camino Real Marketplace EIR, 96-EIR-3*

The Addendum dated October 31, 2008 for the Camino Real Hotel Project was presented to the City Council and all voting members of the Council have reviewed and considered the Addendum dated October 31, 2008, including the impact summary table from 96-EIR-3, prior to the City Council approving this proposal. In addition, the City Council was made aware of the availability of 96-EIR-3 and all documents referenced therein for review by the Council and the public. All voting Council Members have reviewed and considered the testimony and additional information presented at or prior to the public hearing on February 3, 2009. The Addendum to 96-EIR-3 reflects the independent judgment of the City Council and is adequate for this proposal pursuant to Section 15164 of the State CEQA Guidelines.

2. *Findings that Certain Unavoidable Impacts are Mitigated to the Maximum Extent Feasible*

The original EIR for the Camino Real Marketplace, 96-EIR-3, which evaluated a 115-room hotel for the site, and the Addendum dated October 31, 2008 for the current 99-room hotel project request identify one environmental impact which cannot be fully mitigated and is therefore considered unavoidable. With implementation of the Camino Real Hotel project, significant and unavoidable impacts on land use/airport safety are expected. Mitigation is required, including ALUC review of the project to determine consistency with the ALUP, which, in part, addresses airport safety issues associated with new development in proximity to airports and recordation of an aviation easement to ensure disclosure of the presence of the airport and aircraft overflights in the area. On October 16, 2008, the ALUC considered the CEQA Addendum, the proposed Specific Plan Amendment and the Development Plan request for the current 99-room hotel. The ALUC was advised at their hearing that if the ALUC did not take action on the project within the applicable timeframe for their comments, that

the project would be considered consistent with the Airport Land Use Plan (ALUP). The date of this automatic determination of consistency was November 4, 2008. Because the ALUC did not take action on the project, the proposed Specific Plan Amendment (to amend the language of CRSP LU-21 and LU-23) is considered consistent with the ALUP and the related airport safety policies in the General Plan. No other feasible mitigation is known that would further reduce the severity of this impact. To the extent that impacts remain significant and unavoidable, the impacts are acceptable when weighed against the overriding social, economic, and other public benefits set forth in the Statement of Overriding Considerations included herein.

3. *Findings that Certain Impacts are Mitigated to Less than Significant Levels by the Conditions of Approval*

The Addendum dated October 31, 2008 addressed the following issue areas and found that impacts could be mitigated to less than significant levels:

Aesthetics/Visual Resources: With implementation of mitigation measures which address project architecture, landscaping, lighting, utility screening and DRB review, project impacts to visual resources would be reduced to less than significant levels.

Air Quality: With implementation of mitigation measures to reduce dust, NOx, and ROC emissions, requirement to use non-CFC refrigerants, compliance with APCD rules and regulations, and incorporation of alternative transportation and energy efficiency into the project operations, air quality impacts would be reduced to less than significant levels.

Biology: With implementation of mitigation measures including Best Management Practices to minimize degradation of water quality, impacts to water quality would be reduced to less than significant levels.

Cultural Resources: Mitigation is required to identify and mitigate impacts to sensitive archaeological resources which are not known to occur on-site, but which could be encountered during site preparation activities. Implementation of this mitigation would reduce the potential for archaeological impacts to less than significant levels.

Geology/Drainage: With implementation of mitigation measures including erosion control, implementation of soils report recommendations to address on-site soil constraints during construction, and requirement for grading and drainage design details to be approved by Community

Services prior to land use permits, geology and drainage impacts would be reduced to less than significant levels.

Land Use: With the requirement for lighting restrictions and acoustical analysis and incorporation of applicable construction methods to minimize noise levels in interior areas, significant safety and noise related land use impacts would be reduced to less than significant levels, with the exception of the significant unavoidable airport safety hazard discussed in section 1.2 above (Findings that Certain Unavoidable Impacts are Mitigated to the Maximum Extent Feasible).

Noise: With implementation of mitigation restricting short-term construction activities and mitigation requiring acoustical analysis to identify construction methods that will ensure that noise levels in interior areas of the hotel would not exceed 45 dBA CNEL, noise impacts would be reduced to less than significant levels.

Public Services: Compliance with mitigation measures requiring confirmation of adequate water and sewage treatment capacities to serve the project as well as implementation of a solid waste reduction plan, public services impacts would be reduced to less than significant levels.

Traffic/Circulation: With implementation of mitigation measures requiring payment of transportation improvement fees, review and approval of roadway and drainage improvements by Community Services staff, and confirmation of approval of bus stop improvement plans by MTD, project transportation/circulation impacts would be reduced to less than significant levels.

Water Resources: With implementation of mitigation measures which require implementation of BMPs during construction, review and approval of grading and drainage plans by Community Services staff, implementation of a pesticide/herbicide/fertilizer plan to minimize use of these chemicals in the landscape plan, incorporation of water saving irrigation methods, and confirmation of adequate water supply from the Goleta Water District, water resource and flooding impacts would be reduced to less than significant levels.

4. *Statement of Overriding Considerations*

The original EIR for the Camino Real Marketplace, 96-EIR-3, and the Addendum dated October 31, 2008 identify one environmental impact which cannot be fully mitigated and is therefore considered unavoidable. With implementation of the Camino Real Hotel project, significant and unavoidable impacts on land use/airport safety are expected. Required mitigation/conditions of approval would not reduce this impact below the

level of significance. The City Council finds that the proposed project mitigates environmental impacts to the maximum extent feasible, and changes and alterations intended to avoid or substantially lessen the significant environmental effects identified in the Addendum have been incorporated as required conditions of approval where feasible.

Pursuant to CEQA Section 15093, any remaining significant effects on the environment are acceptable due to these overriding considerations: the project would provide needed hotel accommodations and increased transient occupancy tax. Therefore, the City Council finds that these benefits outweigh the land use/airport safety impacts associated with the project.

5. *Full Disclosure and Acceptance of the Addendum to 96-EIR-3*

The City Council finds that 96-EIR-3 as amended by the Addendum dated October 31, 2008 is a complete, accurate, adequate, and good faith effort at full disclosure under CEQA. The City Council further finds that the Addendum has been completed in compliance with CEQA. The City Council finds that through feasible conditions placed upon the project, the significant impacts on the environment have been eliminated or substantially mitigated. These measures have been incorporated into the project description and/or the conditions of approval for 07-208-DP. Based on the whole of the record before it, the City Council accepts the Addendum to 96-EIR-3 dated October 31, 2008 as fulfilling the environmental review requirements for the Camino Real Hotel Development Plan in compliance with CEQA.

6. *Environmental Reporting and Monitoring Program*

Public Resources Code Section 21081.6 and State CEQA Guidelines Section 15097 require the City to adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of approval in order to mitigate or avoid significant effects on the environment. The approved project description and conditions of approval, with their corresponding permit monitoring requirements, are hereby adopted as the monitoring program for this project. The monitoring program is designed to ensure compliance during project implementation.

7. *Location of Record of Proceedings*

The documents and other materials which constitute the record of proceedings upon which this recommendation is based are in the custody of the City Clerk, City of Goleta located at 130 Cremona Drive, Suite B, Goleta, CA 93117.

ATTACHMENT 2

**City Council Ordinance 09-__; Specific Plan
Amendment Ordinance**

ORDINANCE NO. 09-__

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GOLETA, CALIFORNIA, AMENDING THE CAMINO REAL SPECIFIC PLAN; CASE NO. 07-208-SPA

WHEREAS, on July 22, 1997 the Santa Barbara County Board of Supervisors adopted the Camino Real Specific Plan (95-SP-1) by Ordinance No. 4271, including identifying the southeast three acres of the Specific Plan area for visitor-serving commercial uses, including a hotel; and

WHEREAS, the City of Goleta was incorporated on February 1, 2002; and

WHEREAS, on February 1, 2002, the City Council adopted Ordinance 02-01 entitled "An Ordinance of the City Council of the City of Goleta, California, Adopting by Reference the Santa Barbara County Code and Other Relevant Non-Codified Santa Barbara County Ordinances as City Ordinances," which code and ordinances remain in effect except as expressly repealed or amended by the City; and

WHEREAS, the ordinances adopted by the City included Article III of Chapter 35, referred to as the "Inland Zoning Ordinance;" and

WHEREAS, an application was submitted by Wynmark Company, agent for the property owner, Camino Real III, LLC on October 18, 2007 requesting approval of an amendment to the Camino Real Specific Plan, as part of their request for approval of a 99-room hotel on APN 073-440-019 on a 3.02 acre parcel in the southeast corner of the Specific Plan, zoned C-2 (Retail Commercial) pursuant to the Inland Zoning Ordinance. The Specific Plan Amendment revises the language of Camino Real Specific Plan Development Standards LU-21 and LU-23; and

WHEREAS, The revised language for Development Standard LU-21 updates the land use designation for the site from General Commercial to Community Commercial, to make the land use designation in the Specific Plan consistent with the more recently adopted Goleta General Plan; and

WHEREAS, The revised language for Development Standard LU-23 increases the maximum number of hotel rooms allowed for the site in the Specific Plan from 50 rooms to 99 rooms; and

WHEREAS, the project application was deemed complete on March 4, 2008; and

WHEREAS, it was determined that the proposed project, inclusive of all of its various components, was subject to the California Environmental Quality Act

and that preparation of a Addendum to the Camino Real Project EIR (96-EIR-3) would be appropriate; and

WHEREAS, on November 10, 2008, the City of Goleta Planning Commission held a duly noticed public hearing to consider the proposed Specific Plan Amendment and related Camino Real Hotel Project Development Plan, at which time all interested persons were given an opportunity to be heard; and

WHEREAS, on November 10, 2008, the City of Goleta Planning Commission adopted Resolution 08-___, recommending that the City Council approve the proposed Specific Plan Amendment and related Development Plan; and

WHEREAS, on February 3, 2009, the City Council adopted Resolution 09-___, adopting findings pursuant to the California Environmental Quality Act (CEQA) and accepting the Addendum to 96-EIR-3 dated October 31, 2008; and

WHEREAS, the City Council has considered the entire administrative record, including the application materials, staff reports, the CEQA Addendum to 96-EIR-3, the recommendation of the Planning Commission, and oral and written testimony from interested persons.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GOLETA AS FOLLOWS:

SECTION 1. Recitals.

The City Council hereby finds and determines that the foregoing recitals, which are incorporated herein by reference, are true and correct.

SECTION 2. Amendment to the Camino Real Specific Plan.

This ordinance amends the Camino Real Specific Plan as follows:

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

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

SECTION 3. Findings.

The findings set forth in Exhibit 1 to this Ordinance are hereby adopted and incorporated herein by reference.

SECTION 4. Documents.

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the City Clerk, City of Goleta, 130 Cremona Drive, Suite B, Goleta, California, 93117.

SECTION 5. Effective Date.

This ordinance shall take effect on the 31st day following the date of its final adoption.

SECTION 6. Publication.

The City Clerk shall certify to the passage of this Ordinance and cause the same to be published and posted in the manner prescribed by California law.

INTRODUCED ON the _____ day of _____, 2009.

PASSED, APPROVED, AND ADOPTED this _____ day of _____, 2009.

PASSED, APPROVED AND ADOPTED this 3rd day of March, 2009.

ROGER S. ACEVES, MAYOR

ATTEST:

APPROVED AS TO FORM:

DEBORAH CONSTANTINO
CITY CLERK

TIM W. GILES
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA)
CITY OF GOLETA) ss.

I, DEBORAH CONSTANTINO, City Clerk of the City of Goleta, California, DO HEREBY CERTIFY that the foregoing City Council Resolution No. 09-__ was duly adopted by the City Council of the City of Goleta at a regular meeting held on the ____ day of _____, 2009, by the following vote of the Council members:

AYES:

NOES:

ABSENT:

(SEAL)

DEBORAH CONSTANTINO
CITY CLERK

**EXHIBIT 1
SPECIFIC PLAN AMENDMENT FINDINGS**

**CAMINO REAL HOTEL PROJECT
401 STORKE ROAD; APN 073-440-019
CASE NO. 07-208-SPA**

1.0 Pursuant to Section 35-318 of Article III, Chapter 35, Article III, the Inland Zoning Ordinance, of the Goleta Municipal Code, a Specific Plan Amendment shall only be approved if all of the following findings are made:

1.1 *The Specific Plan Amendments are in conformance with and will implement all applicable General Plan policies and incorporates any other conditions specifically applicable to the parcels that are set forth in the plan.*

Proposed Amendments to the Camino Real Specific Plan (CRSP):

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

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

The proposed amendments to CRSP Development Standards LU-21 and LU-23 would bring the land use designation for the property into conformance with the Goleta General Plan, which designates the subject property as Community Commercial. Increasing the number of hotel rooms allowed, from a maximum of 50 rooms to a maximum of 99 rooms, would not alter the location or identified building footprint for a hotel onsite. In addition, given the variety in hotel room sizes and in amenities and services offered at different hotels, the maximum number of rooms is only one component which would affect the overall size of a hotel. As discussed in the CEQA Addendum prepared for the project (dated 10/30/08), the Camino Real EIR (96-EIR-3) evaluated a 115-room hotel for the project site. The maximum number of hotel rooms was reduced prior to approval of the Specific Plan in 1997, in response to recommendations from the Airport Land Use Commission (ALUC). On October 16, 2008, the ALUC considered the CEQA Addendum, the proposed Specific Plan Amendment and the Development Plan request for the current 99-room hotel. The ALUC was advised at their hearing that if the ALUC did not take action on the project within the applicable timeframe for their comments, that the project would be

considered consistent with the Airport Land Use Plan (ALUP). The date of this automatic determination of consistency was November 4, 2008. Because the ALUC did not take action on the project, the proposed Specific Plan Amendment (to amend the language of CRSP LU-21 and LU-23) is considered consistent with the ALUP and the related airport safety policies in the General Plan.

1.2 The Specific Plan Amendments will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood.

The proposed amendments to the language of CRSP LU-21 and LU-23 would not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and would not be incompatible with the surrounding areas. The project would be served by existing public services and would have safe and adequate primary and emergency/secondary vehicular access. The design of the project would be compatible with surrounding development and the hotel land use would provide a transitional land use on an infill, urban parcel, located between the intensive regional shopping center to the north and the residential area to the south. The ALUC did not take a formal action on the project (including the Specific Plan Amendment) with the knowledge that without a formal action, the project would be found consistent with the Airport Land Use Plan. The project is therefore considered consistent with the ALUP. Further, the proposed Specific Plan Amendment would not increase the potential for an accident involving aircraft. As discussed in the EIR Addendum dated October 31, 2008 and in the policy consistency discussion in the City Council staff report, the Specific Plan Amendment to modify CRSP LU-21 and LU-23 is not expected to generate emissions, traffic levels, noise levels, biological impacts, cultural resource impacts, geology, drainage or flooding impacts, or effects on visual resources or public services which would be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood.

- 1.3 *The Specific Plan Amendments will not adversely affect necessary community services such as traffic circulation, sewage disposal, fire protection, and water supply.*

As discussed in the CEQA Addendum dated October 31, 2008 and the policy consistency discussion of the staff report for the February 3, 2009 City Council hearing (Attachment 6), the proposed Specific Plan Amendment to modify Development Standards CRSP LU-21 and LU-23 would not adversely affect traffic circulation, fire protection, sewage disposal, or water supplies within the City or surrounding areas. Standard development conditions of approval require payment of traffic fees to fund a project's contribution toward local roadway improvements, the applicant must provide proof of adequate water and sewage disposal services prior to issuance of permits for development, the site is located adjacent to Fire Station #11 and a hotel project would not generate significant fire hazards that would adversely impact this public service.

- 2.0 The following finding is adopted pursuant to California Government Code §65454, which requires that no *specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan.*

The Specific Plan Amendment is consistent with the General Plan. The revised language for CRSP Development Standard LU-21 would bring the land use designation for the property into conformance with the Goleta General Plan, which designates the subject property as Community Commercial. Further, the revised language for CRSP LU-23, which increases the maximum allowed number of hotel rooms onsite is also consistent with the General Plan as identified in the discussion under Finding 35-318.5 a) above and in General Plan consistency discussion in Attachment 6 to the project Staff Report for the February 3, 2009 City Council hearing.

ATTACHMENT 3

**City Council Resolution 09-___; Development
Plan for the Camino Real Hotel Project**

RESOLUTION NO. 09-__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GOLETA, CALIFORNIA APPROVING A DEVELOPMENT PLAN FOR THE CAMINO REAL HOTEL PROJECT; 401 STORKE ROAD; APN 073-440-019; CASE NO. 07-208-DP

WHEREAS, an application was submitted by Wynmark Company, agent for the property owner, Camino Real III, LLC on October 18, 2007 requesting approval of a Specific Plan Amendment and a Development Plan; and

WHEREAS, the application was found complete for processing on March 4, 2008; and

WHEREAS, the application is for a Specific Plan Amendment to revise the language of Camino Real Specific Plan Development Standard LU-21 to update the land use designation for the site from General Commercial to Community Commercial, to revise the language of Development Standard LU-23 to increase the maximum number of hotel rooms from 50 to 99 rooms and for a Development Plan to construct a 99-room, two-story hotel of approximately 73,828 square feet; and

WHEREAS, the procedures for processing the project application have been followed as required by state and local laws; and

WHEREAS, it was determined that the proposed project, inclusive of all of its various components, was subject to the California Environmental Quality Act and that preparation of a Addendum to the Camino Real Project EIR (96-EIR-3) would be appropriate; and

WHEREAS, on November 10, 2008, the City of Goleta Planning Commission conducted a duly noticed public hearing on the project application, at which time all interested persons were given an opportunity to be heard; and considered the entire administrative record, including application materials, staff report, the Addendum, and oral and written testimony from interested persons; and

WHEREAS, on November 10, 2008, the City of Goleta Planning Commission adopted Resolution 08-__, recommending that the City Council adopt the Addendum dated October 31, 2008 to 96-EIR-3 pursuant to the State CEQA Guidelines and approve Case 07-208-SPA, -DP, with recommended findings and conditions of approval; and

WHEREAS, on February 3, 2009, the City Council conducted a duly noticed public hearing on the project application, at which time all interested persons were given an opportunity to be heard; and

WHEREAS, on February 3, 2009, the City Council adopted Resolution 09-___, adopting findings pursuant to the California Environmental Quality Act (CEQA) and accepting the Addendum dated October 31, 2008 to 96-EIR-3; and

WHEREAS, by adoption on March 3, 2009 of Ordinance 09-___, the City Council has approved an amendment to the Camino Real Specific Plan, to revise Development Standard LU-21 to update the land use designation for the site, consistent with the Goleta General Plan, to Community Commercial and to revise Development Standard LU-23 to increase the maximum number of hotel rooms allowed from 50 to 99 rooms; and

WHEREAS, a Development Plan is required pursuant to Section 35-317 of Chapter 35, Article III of the Goleta Municipal Code; and

WHEREAS, the City Council considered the entire administrative record, including application materials, staff report, the Addendum, and oral and written testimony from interested persons.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF GOLETA FINDS AND DETERMINES AS FOLLOWS:

SECTION 1. Recitals

The City Council hereby finds and determines the foregoing recitals, which are incorporated herein by reference, are true and correct.

SECTION 2. Adoption of Findings.

The findings set forth in Exhibit 1 to this Resolution are hereby adopted and incorporated herein by this reference.

SECTION 3. Approval of Development Plan.

The Development Plan for the subject application, Case No. 07-208-DP, is hereby approved subject to the conditions set forth as Exhibit 2 to this Resolution and incorporated herein by this reference. This includes the “good cause” findings for exception to the recommended maximum height identified in the General Plan, Land Use Element, Table 2-2, for the C-C land use designation.

SECTION 4. Documents.

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the City Clerk, City of Goleta, 130 Cremona Drive, Suite B, Goleta, California, 93117.

SECTION 5. The City Clerk shall certify to the adoption of this resolution.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2009.

ROGER S. ACEVES, MAYOR

ATTEST:

APPROVED AS TO FORM:

DEBORAH CONSTANTINO
CITY CLERK

TIM W. GILES
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA) ss.
CITY OF GOLETA)

I, DEBORAH CONSTANTINO, City Clerk of the City of Goleta, California, DO HEREBY CERTIFY that the foregoing City Council Resolution No. 09-__ was duly adopted by the City Council of the City of Goleta at a regular meeting held on the __ day of _____, 2009, by the following vote of the Council:

AYES:

NOES:

ABSENT:

(SEAL)

DEBORAH CONSTANTINO
CITY CLERK

**EXHIBIT 1
DEVELOPMENT PLAN FINDINGS**

**CAMINO REAL HOTEL PROJECT
401 STORKE ROAD; APN 073-440-019
CASE NO. 07-208-DP**

Pursuant to Section 35-317 of Article III, Chapter 35, the Inland Zoning Ordinance, of the Goleta Municipal Code, a Preliminary or Final Development Plan shall be approved only if all of the following findings can be made:

1. *That the site for the project is adequate in size, shape, location, and physical characteristics to accommodate the density and intensity of development proposed.*

The project site is adequate in size, shape, location, and physical characteristics to accommodate the density and intensity of development proposed, including structural development, landscaping, parking, and on-site circulation for pedestrians, passenger vehicles and emergency vehicles, to accommodate the project design. Overall, there is sufficient acreage onsite to accommodate the density and intensity of development proposed. Further, the use, acreage and building footprint were previously analyzed and approved for the site as part of the Camino Real Specific Plan review and approval process.

2. *That adverse impacts are mitigated to the maximum extent feasible.*

Potential impacts involving aesthetics, air quality, biological resources, cultural/archaeological resources, geology/soils, flooding/drainage, land use/hazards, hydrology/water quality, noise, public services, transportation/traffic and utilities/service systems would be reduced to less than significant levels through implementation of the mitigation measures as incorporated into required conditions of approval included in Exhibit 2. Airport related impacts would not be reduced to less than significant levels, but would be mitigated to the maximum extent feasible. Measures which minimize airport hazard impacts include the hotel design and operations, such as the limitation to two stories, incorporation of night-lighting which does not interfere with visibility for nearby aircraft overflights, and lack of conference facilities (and associated population densities) in the design and operations.

3. *That streets and highways are adequate and properly designed.*

All existing streets and highways serving the proposed project are adequate and properly designed. As indicated by the conclusions of the ATE traffic study for the project (and concurrence by Community Services staff regarding these conclusions), project-generated traffic would not trigger traffic thresholds or Circulation Element standards for roadways or intersections and local streets and

highways can accommodate the traffic generated by the project. Community Services review and approval of the final project plans for the new access driveways will further ensure that the project will not result in traffic safety impacts. The project is conditioned to contribute Goleta Transportation Improvement Fees to fund identified improvements to the area roadway network.

4. *That there are adequate public services, including but not limited to, fire protection, water supply, sewage disposal, and police protection to serve the project.*

The proposed project would be served by the Santa Barbara County Fire Department, the Goleta Water District, the Goleta West Sanitary District, and the City of Goleta Police Department. These agencies and districts have adequate capacity to serve the proposed Camino Real Hotel. Final sign-offs from these agencies will be required prior to issuance of Land Use Permits for the hotel development.

5. *That the project will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and will not be incompatible with the surrounding areas.*

The proposed project would not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and would not be incompatible with the surrounding areas. The project would be served by existing public services and would have safe and adequate primary and emergency/secondary vehicular access. The design of the project would be compatible with surrounding development and the hotel land use would provide a transitional land use between the intensive regional shopping center to the north and the residential area to the south. As discussed under finding No. 2 above, the hotel's design and operations will reduce the airport related hazards, identified in the CEQA Addendum to the maximum extent feasible. Further, pursuant to the November 5, 2008 letter from SBCAG, the Camino Real Hotel project is deemed consistent with the Airport Land Use Plan.

6. *That the project is in conformance with 1) the General Plan and 2) the applicable provisions of this Article.*

As discussed in the Planning Commission and City Council staff reports, the proposed project is consistent with the General Plan land use designation of C-C, with the exception of the recommended building standards for maximum height and floor area ratio. The *Recommended Standards for Building Intensity* (including 0.40 FAR and 25-foot height limit in the C-C land use designation) may be exceeded based on a "good cause" finding. "Good cause" is defined as a better site, or architectural design, will result in better resource protection, will provide a significant community benefit and/or does not create an adverse impact to the community character, aesthetics or public views. The DRB found no issue with the hotel's proposed FAR or height. Further, because substantial landscaping within the Phelps Road right-of-way will be installed and maintained

by the hotel, the effective size of the hotel as viewed from surrounding streets, within all of the "site's" landscaped area, may appear smaller than is indicated by the FAR calculation (which excludes all right-of-way area, even if such areas are landscaped). The good cause finding can be made with regard to exceeding the recommended height and FAR for the C-C land use designation in the General Plan. Neither the DRB nor the FAA identified concerns with regard to the proposed height of the hotel. The FAR calculation does not take into account the landscaped right-of-way area along the southern property frontage, which will be maintained by the applicant over the long-term. The property is surrounded by a wide variety of land uses and structures and the hotel would provide a transitional use between commercial and service industrial uses and structures to the north and east and residential and recreational uses and structures to the south and west. The proposed hotel would be compatible with the diverse building heights, FARs, and architecture styles of area development. In summary, the "good cause" finding can be made because the proposed height and calculated FAR for the hotel project would not create an adverse impact to the community character, aesthetics, or public views.

The project is consistent with all applicable General Plan policies, as specified in the policy consistency discussion of the staff report for the November 10, 2008 Planning Commission hearing and Attachment 6 (General Plan Policy Consistency Analysis) of the project staff report for the February 3, 2009 City Council hearing. The proposed project is also consistent with the C-2 zone district subject to approval of the requested Specific Plan Amendment to increase the maximum number of hotel rooms allowed from 50 to 99 rooms. The project would also be consistent with applicable zoning ordinance standards, subject to approval of the requested modification to allow some parking spaces to be located within the front yard setback area as discussed in Attachment 7 (Zoning Ordinance Consistency Analysis) of the project staff report for the February 3, 2009 City Council hearing.

7. *That the project will not conflict with any easements required for public access through, or public use of a portion of the property.*

The property does not include easements for use by the public at large, and would therefore not conflict with such easement for access through the site.

**EXHIBIT 2
CONDITIONS OF APPROVAL**

**CAMINO REAL HOTEL PROJECT
401 STORKE ROAD; APN 073-440-019
CASE NO. 07-208-DP**

1. **Authorization:** Subject to the conditions set forth below, this permit authorizes implementation of Case No. 07-208-DP marked “_____, 2009, City Council Exhibit #1”. Any deviations from the project description in the staff report, exhibits or conditions must be reviewed and approved by the City of Goleta for conformity with this approval. Deviations may require approved changes to the permit to be approved and/or further environmental review. Deviations without the above-described approval will constitute a violation of the permit approval. The exhibits associated with this permit include:

07-208-DP: Camino Real Hotel Development Plan

Cover Sheet (dated May 21, 2008)

Conceptual Rendering (dated May 21, 2008)

Site Plan (dated May 21, 2008)

First Floor Plan (dated May 21, 2008)

Second Floor Plan (dated May 21, 2008)

Roof Plan (dated May 21, 2008)

Suite Types (dated May 21, 2008)

Elevations – East & South (dated May 21, 2008)

Elevations – West & North (dated May 21, 2008)

Trash Enclosure & Perimeter Fence (dated May 21, 2008)

Conceptual Grading & Utility Plan (dated May 21, 2008)

Drainage Exhibit (dated April 24, 2008)

Drainage Exhibit overview (dated April 24, 2008)

Preliminary Landscape Plan (dated May 22, 2008)

Preliminary Landscape Plan Interior Courtyard (dated May 22, 2008)

Preliminary Tree & Plant List (dated May 22, 2008)

Color & Materials Board (dated May 21, 2008)

2. **Authorized Development:** This permit allows construction of a 73,828-square foot, two-story, 99-room service hotel. The hotel will have a Tuscan/Mediterranean architectural design/coloring to compliment the Camino Real Marketplace (CR Marketplace). The building coverage is 32.3%, and the Floor-Area-Ratio is 56.1%. The mean height of the structure is 32 feet, roof heights range from 13.5 to 35 feet, and tower peaks are 38 and 40 feet.

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

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

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

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

A Mediterranean landscape palette is designed to compliment landscaping at the CR Marketplace. The proposed landscape coverage is 24.5%, which is not inclusive of the 16,000 square feet of landscaping located

within the City rights-of-way for both Storke and Phelps Roads. A 6-foot tall decorative masonry wall/iron fence is proposed on the north and west property lines. A decorative/covered trash enclosure, out of public view, is proposed in the northwest corner of the property. Additional lighting is also proposed throughout the project site.

The applicant will incorporate a variety of “green” components into the design, construction and operation of the hotel. The applicant proposes to meet at least the minimum requirements for LEED certification, but will attempt to meet the highest level that they determine to be feasible.

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

No signage is included in this proposed project.

The following modification is granted:

- A modification to allow 28 parking spaces to encroach into the southern front yard setback along Phelps Road (Section 35-262.a).

The grading, development, use and maintenance of the property, the size, shape, arrangement, and location of structures, parking areas and landscape areas, and the protection and preservation of resources shall substantially conform to the project description in the staff report and abide by the conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved exhibits and conditions of approval hereto. All plans must be submitted for review and approval and shall be implemented as approved by the City of Goleta. Minor changes to the project description contained herein shall be subject to the approval of the Director of Planning and Environmental Services.

MITIGATION MEASURES FROM THE CEQA ADDENDUM DATED OCTOBER 31, 2008

Aesthetics/Visual Resources

3. The design, scale and character of the project architecture, landscaping and signage shall be compatible with vicinity development. The proposed project shall be resubmitted for Preliminary/Final Review by DRB consisting of: (i) updated site plan, architectural floor plans, exterior elevations, landscape drawings, street improvement plans and lighting plan. The preliminary development plans shall be revised to address the

issues raised by DRB in its Conceptual Review and shall incorporate all applicable mitigation measures and conditions of approval. The updated building exterior elevations shall be fully dimensioned, showing existing grade, finished grade, finished floor, average height and peak height. **Plan Requirements and Timing:** The preliminary development plans shall be revised and resubmitted to DRB for review and approval prior to issuance of a Land Use Permit (“LUP”) for the project.

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

4. 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 hotel. All upward directed exterior lighting shall be prohibited to protect night sky views of the stars (and to avoid glare for overhead aircraft). All exterior lighting fixtures shall be appropriate for the architectural style of the proposed structure and the surrounding area. The applicant shall develop a lighting plan incorporating these requirements and provisions for dimming lights after 11:00 p.m. to the maximum extent practical without compromising public safety. The final lighting plan shall be amended to include identification of all types, sizes, and intensities of wall mounted building lights and landscape accent lighting. Wall wash type lighting should be avoided, except if required for safety reasons. “Moonlighting” type fixtures that illuminate entire tree canopies should also be avoided (up-lighting and down-lighting as separate methods are acceptable). **Plan Requirements:** The locations of all exterior lighting fixtures and an arrow showing the direction of light being cast by each fixture and the height of the fixtures shall be depicted on the preliminary/final lighting plan and shall be reviewed and approved by DRB and City staff. **Timing:** The preliminary/final lighting plan shall be reviewed and approved by DRB and City staff prior to issuance of any LUP for the project.

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

5. The applicant shall prepare detailed landscape and irrigation plans for the project that identifies the following:
 - a. Type of irrigation proposed;
 - b. All existing and proposed trees, shrubs, and groundcovers by species;
 - c. Size of all planting materials including trees; and
 - d. Location of all planting materials.

The project landscaping shall consist of drought-tolerant native and/or Mediterranean type species which adequately complement the project design and integrate the site with surrounding land uses. Landscaping shall be compatible with the character of the surroundings, the architectural style of the structure and shall be adjusted necessary to: (i) provide adequate vehicle stopping sight distance at all driveway entrances (as determined by the City); (ii) visually screen parking areas from street view to the maximum extent reasonable; and (iii) screen, through plantings and other features, loading and services areas of the proposed hotel. **Plan Requirements and Timing:** The landscape plans shall be revised and resubmitted for review and approval prior to and as a condition precedent to issuance of any LUP for the project. The plans shall be submitted for review and the DRB and City staff prior to issuance of an LUP. All elements of the final landscape plan, including irrigation improvements, shall be installed prior to any occupancy clearance.

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

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

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

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

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

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

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

9. To prevent construction and/or employee trash from blowing offsite, covered receptacles shall be provided onsite prior to commencement of grading or construction activities. Waste shall be picked up daily or as directed by staff. **Plan Requirements and 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.

10. The applicant shall prepare a detailed design of the proposed trash enclosures, for recyclables and solid waste, for the proposed hotel 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. A letter from the trash/recycle hauler shall be required that states that the location and design is accessible. **Plan Requirements and Timing:** Said trash enclosure plans shall be submitted for review and approval by DRB and City staff prior to issuance of any LUP for the project.

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

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

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

be screened from public view and the color(s) that it would be painted so as to blend in with the project and surrounding area.

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

Air Quality

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

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

14. Construction activities shall incorporate the dust mitigation measures and equipment control measures identified in the Air Pollution Control District condition letter dated November 4, 2008. The applicant shall provide a letter to all adjacent property owners with a construction activity schedule and construction routes as well as the name and telephone number of a contact person responsible for the compliance with air quality measures and the construction schedule fourteen days in advance of construction activities. Any alterations or additions shall require seven day notification. Planning & Environmental Services is to receive copies of all correspondence.

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.

15. The project shall also comply with all Rules and Regulations required by the Santa Barbara County APCD, including, but not limited to:
 - a) Compliance with APCD Rule 339, governing application of cutback and emulsified asphalt paving materials;
 - b) Obtaining required permits for any emergency diesel generators or large boilers prior to any LUPs;
 - c) Obtaining APCD permits prior to handling or treating any contaminated soil onsite, if identified;
 - d) Limited idling of heavy-duty diesel trucks during loading and unloading to five minutes at any location and auxiliary power units should be used whenever possible. See APCD letter for additional idling restrictions.

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

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

17. 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.

18. The applicant shall prepare and implement an Alternative Transportation Program incorporating the following measures, unless the applicant demonstrates their infeasibility to the satisfaction of City of Goleta staff:
- a) A program to educate employees and customers about the benefits of alternate transportation modes;
 - b) Identification of specific alternative modes of transportation for hotel employees and related opportunities available to employees to facilitate use of alternative modes of transportation.
 - c) Provision of bus passes and posted bus schedule information for the Goleta area.
 - d) Shower and locker facilities for bicyclists;
 - e) A description and map showing the location of on-site bicycle storage and employee shower facilities, as well as a map showing local bike paths.
 - f) Preferential parking for carpoolers;
 - g) Child care facilities or access to nearby facilities;
 - h) Transit and carpool subsidies;
 - i) Other measures to encourage and facilitate hotel guests to utilize alternative transportation means.

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

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

Biology

19. Applicant shall submit drainage and grading plans with a final hydrology report for review and approval by Community Services and Building staff. The plan shall incorporate appropriate Best Management Practices to minimize storm water impacts to the maximum extent feasible in accordance with the City's Storm Water Management Plan. **Plan Requirements and Timing:** The plans shall include features which serve the function of historic wetlands in the area such as bio-swales, permeable paving, on site detention, fossil filters and other feasible operational features. Where these features are located off of the immediate project site as part of the drainage facilities developed for the CR Marketplace, the off-site features shall be indicated on the plans. The plans shall also include an erosion control plan for review and approval by Community Services staff prior to the issuance of any LUP for the project. After installation of any drainage improvements or erosion control measures, the applicant shall be responsible for on-going maintenance of all improvements in accordance with the manufacturer's specifications or the approved plans.

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.

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

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

21. Oil and grease traps or other protective devices and measures, including bio-filters, shall be incorporated on-site to minimize transport of pollutants into wetlands. **Plan Requirements and Timing:** The oil and grease traps or other protective devices shall be designated on all plans and shall be reviewed and approved by City staff prior to issuance of any LUP for the project.

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

22. Grading and Drainage plans for the hotel project shall be designed to convey drainage to the willow woodland in a manner which helps to replace the functions provided by existing wetlands on the site (e.g., use of on-site bio-swales to filter and slow the rate of flow of stormwater runoff). **Plan Requirements and Timing:** The conveyance of drainage to the willow woodland shall be designated on the grading and drainage plans and shall be reviewed and approved by City staff prior to issuance of any LUP for the project.

Monitoring: City staff shall site inspect throughout the construction period to ensure compliance.

Cultural Resources

23. In the event archaeological artifacts are encountered during grading or other ground disturbing activities, work shall be stopped immediately or redirected until a City approved archaeologist and Native American representative are retained by the applicant (at its cost) to evaluate the significance of the find pursuant to Phase 2 investigations. If remains are found to be significant, they shall be subject to a Phase 3 mitigation program funded by the applicant. **Plan Requirements:** The applicant shall restate the provisions for archeological discovery on all building and grading plans. **Timing:** This condition shall be satisfied prior to issuance of any LUP for the project.

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

Environmental Hazards

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

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

25. The applicant shall work with SCE to ensure that any under-grounding of electrical facilities shall occur using best practices for reduced magnetic fields in accordance with SCE's EMF Design Guidelines. **Plan Requirements and Timing:** If any utilities will be under-grounded as part

of the project, applicant shall submit confirmation from SCE that best practices have been incorporated. This confirmation shall be submitted prior to issuance of LUPs.

Monitoring: City staff shall verify that any under-grounding is performed pursuant to SCE confirmed best practices design.

Geology/Drainage

26. The following shall be included on the Final Grading and Drainage plans and implemented during construction:
- a. Temporary berms and sediment traps;
 - b. Revegetation of non-paved areas immediately after grading;
 - c. Surface runoff shall be conveyed in accordance with the approved drainage plans;
 - d. Energy dissipaters shall be installed at drain pipe outlets;
 - e. Grading shall not occur during the rainy season (November 1 to May 1) unless approved erosion control measures are implemented;
 - f. Grading shall ensure that water does not drain toward structures or pavements.

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

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

27. The applicant shall demonstrate through a structural soils and corrosivity report, prepared by a certified engineering geologist, that site preparation, structural design criteria, and final footings and foundation design accounts for liquefaction and expansive soils in accordance with the State Building Code. The structural soils report shall also prescribe recommendations for design and construction of site improvements to minimize long term damage to paved driveways, parking areas, sidewalks and other similar surface features that may be susceptible to possible settlement and lateral movement. The recommendations prescribed in the structural soils report shall be implemented through construction plans and documents. **Plan Requirements and Timing:** The structural soils

report shall be reviewed and approved by the City Building Official prior to any LUP for the project.

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

Land Use

28. Applicant shall record an avigation easement between the applicant and the City of Santa Barbara. **Plan Requirements and Timing:** The applicant shall submit a copy of the recorded avigation easement, with written confirmation from the City of Santa Barbara that the avigation easement is acceptable to the City prior to land use clearance.

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

Noise

29. The applicant shall prepare an acoustical study that: (i) includes field measurement of noise levels on-site, with specific assessment of the outdoor courtyard area and hotel rooms; (ii) identifies methods to reduce noise levels, including reducing indoor noise levels to less than 45 dBA CNEL, taking into account existing and future noise exposure; and (iii) specifically addresses the potential and effectiveness of installation of water features (as “white” noise). The study shall be presented, along with design alterations, for consideration by the DRB in connection with the Preliminary/Final Review of the project. **Plan Requirements & Timing:** The acoustical study and design modifications (if any are proposed) shall be submitted to DRB for review and approval prior to issuance of a Land Use Permit (“LUP”) for the project.

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

30. 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

any pile driving operations, properties 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.

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

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

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

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

Public Services

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

- a) Provision of at least 50% 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.
- c) 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.
- d) 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 and 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.

34. A Waste Reduction and Recycling Plan (WRRP) shall be submitted to the Community Services Department for review and approval. Said plan shall indicate how a 50% diversion goal shall be met during construction. 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. The applicant/property owner shall contract with a City approved hauler to facilitate the recycling of all construction recoverable/recyclable material. (Copy of contract to be provided to the City.) Recoverable construction material shall include but not be limited to asphalt, lumber, concrete, glass, metals, and drywall. At the end of the project, applicant shall submit a Post-Construction Waste Reduction & Recycling Summary Report documenting the types and amounts of materials that were generated during the project and how much was reused, recycled, composted, salvaged, or landfilled. **Plan**

Requirements and Timing: This requirement shall be printed on the grading and construction plans. Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to occupancy clearance.

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

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

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

Traffic/Circulation

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

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

37. Detailed improvement plans prepared by a registered civil engineer for the proposed project shall be prepared for review and approval by the City’s Community Services Department. The drawings and specifications shall substantially conform to the Preliminary Development Plans and incorporate Community Service Department required improvements for the proposed driveways (on Storke and Phelps Roads), frontage improvements along both Storke and Phelps Road, and MTD-approved improvements to the bus stop on the south side of Phelps Road across from the project site. **Plan Requirements and Timing:** The project plans shall be revised, as appropriate, for review and approval by the City’s

Community Services Department prior to and as a condition precedent to issuance of any LUP for the project. The required street improvements shall be installed by applicant, and accepted City Engineer prior to any occupancy clearance.

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

38. Consistent with the project description and MTD letter dated October 25, 2007, the applicant shall make improvements to the existing bus stop at the southwest corner of the Phelps/Storke intersection. Improvements shall be up to current MTD bus stop standards, including an ADA-compliant concrete pad, bench, shelter, trash receptacle, and night-lighting for safety. Detailed improvement plans shall be prepared for review and approval by the MTD. **Plan Requirements & Timing:** The bus stop improvement plans shall be submitted for review and approval by MTD. Applicant shall submit written confirmation of MTD acceptance of bus stop improvement plan plans. Bus stop improvements shall be included on project plans for LUP submittal. Compliance with MTD requirements shall be a condition precedent to issuance of any LUP for the project.

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

Water Resources

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

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

project from the GWD shall be submitted to the City prior to approval of any LUP for the project.

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

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

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

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

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

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

43. To ensure adequate design and sizing of drainage conveyance infrastructure (drop inlets, outlet pipes, connections to existing infrastructure, flood water retention areas, etc.), final grading and drainage plans shall be reviewed and approved by Community Services staff prior to Land Use Permits to prevent on- and off-site flooding and to ensure compliance with the Stormwater Management Program. **Plan Requirements and Timing:** Detailed final grading and drainage plans shall be submitted to Community Services and Planning & Environmental Services staff for review and approval prior to and as a condition precedent to issuance of any LUP for the project. After installation, the applicant shall be responsible for on-going maintenance of drainage infrastructure.

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

PROJECT SPECIFIC CONDITIONS

44. Compliance with Agency Letters:
- a. Air Pollution Control District letter dated November 4, 2008
 - b. Community Services memorandum dated October 24, 2008
 - c. Fire Department letters dated October 14, 2008 and January 26, 2009
 - d. MTD letter dated October 25, 2007
45. Due to the site's location near the Santa Barbara Municipal Airport and associated aircraft overflights in the area, the landscape plan shall exclude trees or other plantings which could exceed 45 feet at maturity. Vines or other plantings may be incorporated to "spill over" from the roof to break up the massing of the higher elevations of the structure. The applicant shall submit landscape plans for preliminary and final DRB review which

comply with this condition. The DRB shall review the landscape plans for compliance.

46. The applicant shall record a Real Estate Disclosure notice informing potential owners, lessees, or renters that the subject property is within the Santa Barbara Municipal Airport's Airport Influence Area and is subject to noise and other potential hazards from low-altitude aircraft overflights.
47. All drainage control facilities as noted in the Project Description and shown on Sheets 1 of 1 of the civil engineering plans *and the Hydraulic Report* by Fuscoe Engineering dated November 3, 1997, and amended by letter on October 20, 2008, and associated plans shall be maintained for the life of the project by the applicant and/or operator. **Plan Requirements:** Maintenance of all drainage facilities for two (2) years from occupancy clearance of the last building shall be ensured through a performance security provided by the applicant. **Timing:** All drainage control facilities shall be installed (landscaped and irrigated subject to City inspection and approval) prior to approval of the first Land Use Permit for a building. The performance security shall be released upon expiration of the two (2) year period provided such facilities have been installed per plans and maintained in good working order.

Monitoring: City staff shall verify installation of all drainage improvements and posting of the required maintenance security prior to approval of the first Land Use Permit for a building. City staff shall field inspect to verify adequate drainage system maintenance by the applicant/property owner in perpetuity.

48. 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 and 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 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.

49. The applicant shall pay all applicable development impact fees under the City of Goleta Development Impact Fee program in full. **Plan Requirements and Timing:** Payment amounts are estimated below, and shall be based on the fees in effect and applicable at the time fees are due.

Quimby/Park Fees	\$2,072/ 1000 sq. f t	Due at Final Inspection
Transportation	\$7,832/room for 99rooms	Due at Land Use Permit
Fire Protection	\$0.20/SF	Due at Final Inspection
Fire Facility	\$700/1000 SF	Due at Final Inspection
Library	\$190/1000 SF	Due at Final Inspection
Public Admin	\$841/1000 SF	Due at Final Inspection
Sheriff	\$433/1000 SF	Due at Final Inspection

Monitoring: The City of Goleta shall ensure payment is made as required.

50. The applicant shall pay a housing in-lieu fee of \$383,906.00 prior to Final Inspection.

DEVELOPMENT PLAN CONDITIONS

51. Approval of this Development Plan is subject to the City Council approving the required Specific Plan Amendment.
52. Approval of the Final Development Plan shall expire five (5) years after approval, unless prior to the expiration date, substantial physical construction has been completed on the Development Plan or a Time Extension has been applied for by the applicant. The decision maker with jurisdiction over the project may, upon good cause shown, grant a time extension for one year.
53. If the applicant requests a Time Extension, the project may be revised to include updated language to standard conditions and/or may include revised/additional conditions which reflect changed circumstances or additional identified project impacts. Fees shall be those in effect at the time of issuance of a Land Use Permit.
54. No permits for development, including grading, shall be issued except in conformance with an approved Final Development Plan. The size, shape, arrangement, use, and location of buildings, walkways, parking areas, drainage facilities, and landscaped areas shall be developed in substantial conformity with the approved development plan marked City Council

- Hearing Exhibits ____, dated March __, 2009. Substantial conformity shall be determined by the Director of Planning and Environmental Services.
55. The Final Development Plan approval runs with the land and the rights and obligations thereof, including responsibility to comply with conditions of approval shall be binding upon successors in interest in the real property unless or until such permits are expressly abandoned.
 56. On the date a subsequent Preliminary or Final Development Plan is approved for this site, any previously approved but unbuilt plans shall become null and void.
 57. Planning and Environmental Services Compliance Review shall be required. The applicant agrees to pay Compliance Review fees prior to Land Use Permit issuance to cover full costs of compliance monitoring. The decision of the Director shall be final in the event of any dispute.
 58. Prior to approval of the first Land Use Permit for general grading and/or buildings for development, the applicant shall pay all applicable City of Goleta permit processing fees in full. Prior to the start of any work on-site, the applicant shall request and attend a preconstruction meeting that includes monitor(s), project superintendent, architect, subcontractors, as well as City representatives including staff from Planning and Environmental Services and Community Services.
 59. The applicant shall pay the statutory school fees in effect at the time of issuance of each building permit to the appropriate school districts and/or shall mitigate school impacts by other measures consistent with State law. The applicant shall submit final square footage calculations and a copy of the fee payment to the school districts prior to issuance of each building permit.
 60. All work within the public right-of-way, including but not limited to utilities and grading, shall be explicitly noted on the building plans. The applicant shall obtain all necessary encroachment permits from the City of Goleta Community Services Department prior to issuance of building permits for all work and construction that encroach within or over the public right-of-way, including, but not limited to, water meters, backflow devices, signs, and curb/gutter/sidewalk improvements.
 61. Any temporary building, trailer, commercial coach, etc. installed or used in connection with construction of this project shall comply with the requirements of Section 35-281, Article III of the City's Municipal Code.

62. All trees planted in accordance with this approval shall be maintained according to the latest adopted American National Standard Institute (ANSI) guidelines for tree care, generally referred to as ANSI A300 (various parts), and the companion publications "Best Management Practices" published by the International Society of Arboriculture (ISA). Any pruning of trees, other than light pruning of no more than 25 percent (25%) of the foliage within any one growing season, requires review and approval of the City of Goleta prior to commencement of the work.
63. The applicant shall be responsible for informing all subcontractors, consultants, engineers, or other business entities providing services related to the project of their responsibilities to comply with all pertinent requirements herein in the City of Goleta Municipal Code, including the requirement that a business license be obtained by all entities doing business in the City as well as hours of operation requirements in the City.

GENERAL CONDITIONS

64. No signs are authorized with this permit. All signs require separate permits and shall comply with City of Goleta Chapter 35, Article I, Sign Regulations, with setbacks specified in Article III, Inland Zoning Ordinance.
65. Before using any land or structure, or commencing any work pertaining to the erection, moving, alteration, enlarging, or rebuilding of any building, structure, or improvement, the applicant shall obtain a Land Use Permit (LUP) and Building Permit(s) if required from the Planning & Environmental Services Department. These permits are required by ordinance and are necessary to ensure implementation of the conditions required by the Director of Planning & Environmental Services.
66. All applicable final conditions of approval shall be printed in their entirety on applicable pages of all plans submitted for approval of any LUP and/or building permit for the proposed project.
67. This permit is granted for the property described in the application on file with the Planning & Environmental Services Department and may not be transferred from one property to another.
68. When exhibits and/or written Conditions of Approval are in conflict, the written Conditions of Approval shall prevail.
69. If the applicant, owner or tenant fails to comply with any of the conditions of this permit, the applicant, owner or tenant may be subject to a civil fine pursuant to the City Code and/or permit revocation.

70. The applicant shall be responsible for the completeness and accuracy of all forms and supporting materials submitted in connection with any application. Any errors or discrepancies found therein may constitute grounds for the revocation of any approvals.
71. Any new or changed use on the site shall be subject to appropriate review by the City, including building code compliance and environmental review if applicable.
72. Revised plans and building elevations incorporating all conditions of approval for this project shall be coordinated and submitted to Planning and Environmental Services as one package in accordance with plan check requirements. All plans, including site, grading, landscape, irrigation, mechanical, and street improvement plans shall be reviewed for condition compliance prior to issuance of any permits such as grading, building, or encroachment permits. Any change to the size, colors, construction materials, design or location of any structure onsite, or other site or landscape improvements, except to the extent such changes are deemed in substantial conformity, shall not be made without prior City approval.
73. Applicant agrees, as a condition of this approval, at applicant's expense, to defend, indemnify and hold harmless the City of Goleta or its agents, officers and employees from any claim, action or proceeding against the City of Goleta or its agents, officers or employees, to attack, review, set aside, void, or annul, in whole or in part, the City of Goleta approval of the Development Plan or any condition attached thereto or any proceedings, acts, or determinations taken, done or made prior to the approval that were part of the approval process.
74. In the event that any condition imposing a fee, exaction, dedication or other mitigation measure is challenged by the project sponsors in an action filed in a court of law or threatened to be filed therein which action is brought within the time period provided for by law, this approval shall be suspended pending dismissal of such action, the expiration of the limitation period applicable to such action, or final resolution of such action. If any condition is invalidated by a court of law, the entire project shall be reviewed by the City of Goleta and substitute conditions may be imposed.

Santa Barbara County
Air Pollution Control District

November 4, 2008

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

RE: Camino Real Hotel Project: Recommended Conditions of Approval

Dear Scott,

The Santa Barbara County Air Pollution Control District (APCD) recommends the following conditions of approval for this project, so that the project is consistent with the Conservation Element Policies regarding air quality in the City of Goleta General Plan. This letter supersedes previous recommended conditions of approval sent by the APCD for this project and supplements the air quality conditions of approval placed on the Camino Real Marketplace.

APPLICANT-PROPOSED MEASURES

1. Hotel Shuttles: Shuttle vans will be available to transport guests to and from the hotel and the Santa Barbara Airport, the Goleta Amtrak train stop, and UCSB.
2. Bicycles: Bicycles will be available to hotel guests as an alternative mode of transportation to UCSB and other nearby business meetings in the Goleta area as well as for leisure/recreational purposes.
3. Laundry: In-house, water-based laundry facilities for hotel use.
4. Green building features:
 - Enhanced commissioning and measurement and verification to optimize energy efficiency¹;
 - Hiring of third-party contractor to commission, or balance, the energy-consuming aspects of the hotel to ensure their efficiencies are maximized;
 - Dual-paned windows;
 - Resistant insulation;
 - Efficient water heating;
 - Low-emitting materials in the hotel, including: adhesives and sealants, paints and coatings, carpet systems, composite wood and agri-fiber products as well as products constructed with recycled material (to the extent practical), locally purchased if possible; and
 - Allowance for daylight in 75% of the hotel's interior spaces;

APCD- RECOMMENDED MEASURES

1. Control of Emissions during Grading and Construction

A. Fugitive dust control measures are required for all earthmoving activities regardless of the project size or duration. Proper implementation of these measures is assumed to fully mitigate fugitive dust emissions.

¹ See additional APCD-recommended performance measure below.

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
- Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
- If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
- Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.
- After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
- 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 offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.

Plan Requirements and Timing: All APCD required dust control measures shall be noted on all construction plans and shall be submitted for approval by City staff prior to issuance of any Land Use Permits for the project. The name and telephone number of a designated person to monitor the construction 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.

B. Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. Therefore, following is an updated list of control strategies that should be implemented to the maximum extent feasible during the construction period.

- All portable diesel-fired engines rated at 50 brake-horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD permits prior to operation. Engines with PERP certificates are exempt from APCD permit, provided they will be on-site for less than 12 months.

- Diesel powered equipment should be replaced by electric equipment whenever feasible.
- Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.
- Other diesel construction equipment, which does not meet CARB standards, shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Idling of diesel construction equipment and trucks during loading and unloading shall be limited to five minutes.
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Plan Requirements and Timing: The project applicant shall include these measures as notes on a separate sheet attached to the grading and construction plans. The name and telephone number of a designated person to monitor the construction shall be provided to City staff and the APCD. City staff shall review and approve the grading and construction plans prior to issuance of the Land Use Permit for the project. These measures shall be implemented during project construction.

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

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

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

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

Monitoring: City staff shall periodically inspect to confirm compliance and implementation of the long-term measures in the agreement.

3. In addition to the applicant-proposed green building measures, the Hotel should reduce emissions of greenhouse gases by providing verification that energy efficiency of each building will exceed Title 24 requirements by at least 20 percent.

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

Sincerely,



Vijaya Jammalamadaka
Air Quality Specialist
Technology and Environmental Assessment Division

cc: Project File: Goleta Camino Real Hotel
TEA Chron File



MEMORANDUM

DATE: October 24, 2008

TO: Scott Kolwitz, Senior Planner

FROM: Diana White, Assistant Engineer *Diana*

SUBJECT: 401 Storke Road, APN 073-440-019 - Case No. 07-208-GP, SP, DP, DRB
Recommended Conditions of Approval (Camino Real Hotel)

Thank you for transmitting the plans as attached to the Addendum dated September 5, 2008 to the Camino Real Environmental Impact Report (96-EIR-003).

Community Services recommended Conditions of Approval for the Camino Real Hotel project at 401 Storke Road are:

A. PRIOR TO LAND USE PERMIT

1. Payment of Development Impact Fees for Transportation (GTIP Fees).
2. A Waste Reduction and Recycling Plan (WRRP) shall be submitted to the Community Services Department for review and approval. Said plan shall indicate how a 50% diversion goal shall be met during construction.
3. The applicant/property owner shall contract with a City approved hauler to facilitate the recycling of all construction recoverable/recyclable material. (Copy of Contract to be provided to the City). Recoverable construction material shall include but not be limited to: asphalt, lumber, concrete, glass, metals, and drywall.
4. All existing survey monuments shall be preserved and/or tied out in coordination with the County of Santa Barbara's Surveyor's Office.
5. Provide hydrology calculations to comply with the City's Storm Water Management Plan (SWMP), including but not limited to percent of effective impervious, water quality calculations and Best Management Practices (BMPs) for storm water exiting the site.

B. PRIOR TO ENCROACHMENT PERMIT ISSUANCE

1. Owner shall submit to the Community Services Department two copies of a separate public improvement plan prepared by a registered civil engineer. This plan may be incorporated into the Building Plan set, with additional public improvement plan sheets provided unbound. As determined by the Community Services Department, the improvements shall include but not be limited to:

Storke Road Public Improvements:

- a) Installation of city street tree(s) and other approved landscaping within the public right of way (parkway). Type of city street tree and planting location shall be as approved by the City Manager of Parks and Open Space.
- b) Slurry seal to the centerline of the street along entire subject property frontage and a minimum of fifty feet (50') beyond the limits of all trenching in the roadway.
- c) Install pavement traffic striping as determined by the Community Services Department to facilitate ingress/egress from the northerly driveway on Storke Road. This may include limiting left turns from Storke Road onto the site.
- d) Upgrade the existing Metropolitan Transit District (MTD) bus stop on the westside of Storke Road, south of Phelps. The bus stop shall meet the standards of the City and MTD, and include at a minimum, a shelter, bench, trash cans, and be ADA accessible. A bus turnout lane may be required.

Phelps Road Public Improvements:

- e) Installation of city street tree(s) and other approved landscaping within the public right of way (parkway). Type of city street tree and planting location shall be as approved by the City Manager of Parks and Open Space
- f) Slurry seal to the centerline of the street along entire subject property frontage and a minimum of fifty feet (50') beyond the limits of all trenching in the roadway.
- g) Install pavement traffic striping as determined by the Community Services Department to facilitate ingress/egress from the westerly driveway on Phelps Road.

2. A signed Agreement for Public Improvements, an Engineer's Estimate, signed and stamped by a registered civil engineer. The applicant shall be required to post securities for construction of improvements prior to execution of the agreement. Securities will be submitted at 100% of the engineer's estimate for the performance of the work and 100% of the engineer's estimate for labor and materials.

C. PRIOR TO C OF O:

1. Complete all Public Improvements along Storke Road and Phelps Road, as shown on the building and public improvement plans.
2. The Owner shall enter into a landscape and drainage maintenance and public easement agreement with the City of Goleta for public improvements along Storke Road and Phelps Road.

401 Storke Road, APN 073-440-019 - Case No. 07-208-GP, SP, DP, DRB
Recommended Conditions of Approval (Camino Real Hotel)
October 24, 2008

3. At the completion of all permitted construction, the owner shall provide the City's Solid Waste Coordinator with a Construction Phase - Final Waste Reduction and Recycling Report. Said report shall designate all materials landfilled and recycled, broken down into material types. The final report shall be approved by the Community Services Department prior to C of O.
4. Payment of Parks and Recreation Fees, if required.
5. All existing survey monuments shall that were preserved and/or tied out shall be reset in coordination with the County of Santa Barbara's Surveyor's Office.
6. Submit reproducible Record Drawings and an electronic signed copy of the Record Drawings for the revised street striping and public improvements (i.e., sidewalk, curb cut, drainage/bio filter, bus stop) on Storke Road and Phelps Road.
7. Repair any damaged public improvements (curbs, gutters, sidewalks, etc.) caused by construction subject to the review and approval of the Community Services Department.

If you have any questions, please contact me at x7564.

DW/

cc: Steve Wagner, Community Services Director
Marti Schultz, Principal Civil Engineer



Fire Department

"Serving the Community Since 1926"

4410 Cathedral Oaks Road
Santa Barbara, CA 93110-1042
(805) 681-5500 FAX (805) 681-5563

John M. Scherrei

Fire Chief
CITY OF GOLETA
CALIFORNIA
County Fire Warden

OCT 15 2008

RECEIVED

October 14, 2008

Mr. Scott Kolwitz
City of Goleta Planning Department
130 Cremona Drive, Suite B
Goleta, CA 93117

Dear Mr. Kowitz:

SUBJECT: APN: 073-440-019; Permit #: 07-208-GP-SP-DP
Site: NW Corner of Storke/Phelps Roads, Goleta
Project Description: New 73,828 Square Foot 99-Room Hotel

This Condition Letter Supersedes All Previous Condition Letters

The above project is located within the jurisdiction of the Santa Barbara County Fire Department. To comply with the established standards, we submit the following with the understanding that the Fire Protection Certificate application may involve modifications, which may determine additional conditions.

GENERAL NOTICE

1. Stop work immediately and contact the County Fire Department, Hazardous Materials Unit if visual contamination or chemical odors are detected while implementing the approved work at this site. Resumption of work requires approval of the HMU.

PRIOR TO ERECTION OF COMBUSTIBLE BUILDING MATERIALS THE FOLLOWING CONDITIONS MUST BE MET

2. All access ways (public or private) shall be installed and made serviceable. Roadway plans, acceptable to the fire department, shall be submitted for approval prior to any work being undertaken.
3. New fire hydrant(s) shall be installed. The hydrants shall be located per fire department specifications and shall flow 1250 gallons per minute at a 20 psi residual pressure. Prior to installation, plans showing locations, size and type of hydrants, valves, main lines and lateral lines shall be approved by the fire department.

**PRIOR TO OCCUPANCY CLEARANCE
THE FOLLOWING CONDITIONS MUST BE MET**

4. Santa Barbara County Fire Department fire sprinkler system requirements shall be met. Fire sprinkler system plans shall be approved prior to installation. Location of any fire department connection shall be determined by the fire department.
5. Annual permits for the use and storage of hazardous and/or flammable materials/wastes are required. To determine if your business requires the issuance of an annual permit, please contact the Hazardous Materials Unit for additional information and application procedures (805-686-8167).

A Hazardous Materials Business Plan shall be required if your business stores or handles any hazardous materials or hazardous waste at any one time during a calendar year in quantities equal to or greater than: 55 gallons, 500 pounds, or 200 cubic feet of a compressed gas at standard temperature and pressure. Please contact the Hazardous Materials Unit for additional information and application procedures.

6. Santa Barbara County Fire Department fire or emergency alarm system requirements shall be met. Plans shall be approved by the fire department prior to installation.
7. Portable fire extinguisher(s) are required and shall be in accordance with the Santa Barbara County Code Chapter 15, Article 1.
8. Building address numbers shall be posted in conformance with fire department standards.
9. When access ways are gated a fire department approved locking system shall be installed.
10. Payment of development impact fees is required. The fees shall be computed on each new building, including non-habitable spaces.

Fees will be calculated as follows:

- Mitigation Fee at \$.10 per square foot for structures with fire sprinkler systems
- Goleta Fees

NOTE: A comprehensive fire plan prepared by a qualified Fire Protection Engineer will be required for this project. Please contact the fire department for assistance if needed.

These conditions apply to the project as currently described. Future changes, including but not limited to further division, change of occupancy, intensification of use, or increase in hazard classification, may require additional mitigation to comply with applicable development standards in effect at the time of change.

A copy of this letter will be placed in your Assessor's Parcel File in this office and the fire department advises that these conditions be listed as a disclosure item should your property ever be sold.

As always, if you have any questions or require further information please call 681-5500.

In the interest of life and fire safety,

Brian Hayden

mg

Brian Hayden, Inspector
Fire Prevention Division

BH:jmd

c Goleta Water District, 4699 Hollister Ave, Goleta, CA 93117
APN



Fire Department

"Serving the community since 1926"

4410 Cathedral Oaks Road
Santa Barbara, CA 93110-1042
(805) 681-5500 FAX (805) 681-5563

John M. Scherrei
Fire Chief
County Fire Warden

January 26, 2009

City of Goleta
Planning & Environmental Services
Attn: Natasha H. Campbell
130 Cremona Drive, Suite B
Goleta, CA 93117

Dear Ms. Campbell:

Subject: Camino Real Hotel
APN #: 073-440-019
Northwest Corner of Storke and Phelps Roads, Goleta, California

In accordance with your request, the Santa Barbara County Fire Department Fire Prevention Division (FPD) Leaking Underground Fuel Tank (LUFT) Program has reviewed the file for LUFT Site #520421, located at 6901 Frey Way, Goleta. This LUFT site is located immediately north of the parcel in question. Review of the LUFT site file indicates that three groundwater monitoring wells were installed on the subject parcel.

The responsible party for the LUFT site is the County of Santa Barbara General Services Department. At this time, the responsible party has completed all required assessment, monitoring, and remediation. The final task which the responsible party must complete in order to receive closure of the LUFT case is the proper abandonment of the onsite and offsite wells. Upon proper abandonment of all wells under FPD permit and field oversight, FPD will certify completion of remedial action and close the site.

Due to the presence of wells MW-4, MW-5, and MW-7 on the subject parcel, FPD requests that the City of Goleta place the following conditions on redevelopment of the property:

- (1) Prior to receipt of grading or surface disturbance permits, the applicant shall demonstrate that monitoring wells MW-4, MW-5, and MW-7 were properly abandoned by the County of Santa Barbara General Services Department. A copy of the final "Remedial Action Completion Certification" issued by FPD shall serve as documentation of proper well abandonment.
- (2) The applicant shall grant the County of Santa Barbara General Services Department access to the subject property for the purpose of monitoring well abandonment.

Submit any correspondence regarding this site to my attention at: Santa Barbara County Fire Department, Fire Prevention Division, 195 West Highway 246, Buellton, CA 93427. Please do not hesitate to contact me at (805) 686-8142 if you have any questions.

Sincerely,

Nathan P. West
Hazardous Materials Specialist

pc: Mr. Bill Tracy, County of Santa Barbara, Public Works Department



Metropolitan Transit District
550 Olive Street
Santa Barbara, CA 93101



25 October 2007

City of Goleta
Planning & Environmental Services
Attn: Scott Kolwiz
130 Cremona Drive, Suite B
Goleta, CA 93117

Re: Development Review Committee Case Number 07-208-GP-SP-DP

Dear Scott,

Thank you for giving us the opportunity to review plans for the Camino Real Hotel.

As you know, the Santa Barbara Metropolitan Transit District (MTD) provides fixed route transit service for southern Santa Barbara County. This location is served by four weekday and two weekend bus routes. Although the nearest bus stop on the SW corner of Storke & Phelps Roads is already well-used, it is currently furnished with only a pole and bus stop sign.

Because the guests of this hotel will likely place additional demands on transit services in the area, MTD requests that the developer be required to make improvements to the bus stop to bring it up to current MTD Bus Stop Standards as a part of this development project. Improvements should include an ADA-compliant concrete pad, bench, shelter, trash receptacle, and night lighting for safety.

Should you have any questions about the above comments, please feel free to contact me by phone at (805) 963-3364 extension 218 or by email at the address below.

Sincerely,

A handwritten signature in black ink, appearing to read "Cynthia Boche", with a horizontal line extending to the right.

Cynthia Boche
Assistant Planning Manager
cboche@sbmtd.gov

ATTACHMENT 4

Planning Commission Resolution 08-__

RESOLUTION NO. 08-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GOLETA, CALIFORNIA RECOMMENDING TO THE GOLETA CITY COUNCIL APPROVAL OF VARIOUS ACTIONS RELATED TO THE CAMINO REAL HOTEL PROJECT CASE NO. 07-208-SPA, -DP; 401 STORKE ROAD; APN 073-440-019

WHEREAS, an application was submitted on October 18, 2007 by Wynmark Company, agent for the property owner, Camino Real III, LLC, requesting approval of a Specific Plan Amendment, and Development Plan; and

WHEREAS, the application was found complete for processing on March 4, 2008; and

WHEREAS, the application is for a Specific Plan Amendment to modify the language of two Camino Real Specific Plan Development Standards and for a Development Plan (07-208-DP) for construction of a hotel; and

WHEREAS, a Development Plan is required pursuant to Section 35-317 of Chapter 35, Article III of the Goleta Municipal Code; and

WHEREAS, a Specific Plan Amendment must be processed pursuant to the requirements of Section 35-318 of Chapter 35, Article III of the Goleta Municipal Code; and

WHEREAS, it was determined that the proposed project, inclusive of all of its various components, was subject to the California Environmental Quality Act and an Addendum to the Camino Real Project EIR, 96-EIR-3, was prepared; and

WHEREAS, the procedures for processing the project application have been followed as required by state and local laws; and

WHEREAS, on November 10, 2008, the City of Goleta Planning Commission conducted a duly noticed public hearing on the project application, at which time all interested persons were given an opportunity to be heard; and considered the entire administrative record, including application materials, staff report, the Addendum dated October 31, 2008, and oral and written testimony from interested persons; and

WHEREAS, the Planning Commission finds that approval of Case No. 07-208-SPA, -DP would be consistent with the City's General Plan, the provisions of Article III, Chapter 35 of the Goleta Municipal Code (the Inland Zoning Ordinance); and the ability to make the required findings, including findings pursuant to the California Quality Act (CEQA).

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF GOLETA AS FOLLOWS:

SECTION 1. Recommendation for Acceptance of the Addendum to 96-EIR-3, dated October 31, 2008

The Planning Commission hereby recommends that the City Council adopt the CEQA findings set forth in Exhibit 1 to this Resolution pursuant to Section 15164 of the State Guidelines for the Implementation of CEQA.

SECTION 2. Recommendation for the Specific Plan Amendment

The Planning Commission hereby recommends that the City Council adopt the findings for a Specific Plan Amendment set forth in Exhibit 1 to this resolution, pursuant to Section 35-318 of Chapter 35, Article III, the Inland Zoning Ordinance, of the Goleta Municipal Code.

SECTION 3. Recommendation for the Development Plan

The Planning Commission hereby recommends that the City Council adopt the findings set forth in Exhibit 1 and conditions set forth in Exhibit 2 of this resolution, pursuant to Section 35-317 of Chapter 35, Article III, the Inland Zoning Ordinance, of the Goleta Municipal Code. This recommendation includes the “good cause” finding for an exception to the recommended maximum height and FAR identified in the General Plan, Land Use Element, Table 2-2, for the C-C land use designation.

SECTION 4. Documents

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the City Clerk, City of Goleta, 130 Cremona Drive, Suite B, Goleta, California, 93117.

SECTION 5. Certification

The City Clerk shall certify to the adoption of this resolution.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2008.

KENNETH KNIGHT, CHAIR

ATTEST:

APPROVED AS TO FORM:

DEBORAH CONSTANTINO
CITY CLERK

TIM W. GILES
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA)
CITY OF GOLETA) ss.

I, DEBORAH CONSTANTINO, City Clerk of the City of Goleta, California, DO HEREBY CERTIFY that the foregoing Planning Commission Resolution No. 08-__ was duly adopted by the Planning Commission of the City of Goleta at a regular meeting held on the __ day of _____, 2008, by the following vote of the Commission members:

AYES:

NOES:

ABSENT:

(SEAL)

DEBORAH CONSTANTINO
CITY CLERK

**EXHIBIT 1
FINDINGS**

**CAMINO REAL HOTEL PROJECT
401 STORKE ROAD; APN 073-440-019
CASE NO. 07-208-SPA, -DP**

1.0 CEQA FINDINGS

Findings pursuant to the California Environmental Quality Act Guidelines Sections 15091, 15093, and 15164:

1.1 Consideration of the Addendum dated October 31, 2008 to the Camino Real Marketplace EIR, 96-EIR-3

The Addendum dated October 31, 2008 for the Camino Real Hotel Project was presented to the Planning Commission and all voting members of the Commission have reviewed and considered the Addendum dated October 31, 2008, including the impact summary table from 96-EIR-3, prior to recommending that the City Council approve this proposal. In addition, the Planning Commission was made aware of the availability of 96-EIR-3 and all documents referenced therein for review by the Commissioners and the public. All voting Commissioners have reviewed and considered the testimony and additional information presented at or prior to the public hearing on November 10, 2008. The Addendum to 96-EIR-3 reflects the independent judgment of the Planning Commission and is adequate for this proposal pursuant to Section 15164 of the State CEQA Guidelines.

1.2 Findings that Certain Unavoidable Impacts are Mitigated to the Maximum Extent Feasible

The original EIR for the Camino Real Marketplace, 96-EIR-3, and the Addendum dated October 31, 2008 identify one environmental impact which cannot be fully mitigated and is therefore considered unavoidable. With implementation of the Camino Real Hotel project, significant and unavoidable impacts on land use/airport safety are expected. Mitigation is required, including ALUC review of the project to determine consistency with the ALUP, which, in part, addresses airport safety issues associated with new development in proximity to airports and recordation of an avigation easement to ensure disclosure of the presence of the airport and aircraft overflights in the area. No other feasible mitigation is known that would further reduce the severity of this impact. To the extent that impacts remain significant and unavoidable, the impacts are acceptable when weighed against the overriding social, economic, and other public benefits set forth in the Statement of Overriding Considerations included herein.

1.3 *Findings that Certain Impacts are Mitigated to Less than Significant Levels by the Conditions of Approval*

The Addendum dated October 31, 2008 addressed the following issue areas and found that impacts could be mitigated to less than significant levels:

Aesthetics/Visual Resources: With implementation of mitigation measures which address project architecture, landscaping, lighting, utility screening and DRB review, project impacts to visual resources would be reduced to less than significant levels.

Air Quality: With implementation of mitigation measures to reduce dust, NO_x, and ROC emissions, requirement to use non-CFC refrigerants, compliance with APCD rules and regulations, and incorporation of alternative transportation and energy efficiency into the project operations, air quality impacts would be reduced to less than significant levels.

Biology: With implementation of mitigation measures including Best Management Practices to minimize degradation of water quality, impacts to water quality would be reduced to less than significant levels.

Cultural Resources: Mitigation is required to identify and mitigate impacts to sensitive archaeological resources which are not known to occur on-site, but which could be encountered during site preparation activities. Implementation of this mitigation would reduce the potential for archaeological impacts to less than significant levels.

Geology/Drainage: With implementation of mitigation measures including erosion control, implementation of soils report recommendations to address on-site soil constraints during construction, and requirement for grading and drainage design details to be approved by Community Services prior to land use permits, geology and drainage impacts would be reduced to less than significant levels.

Land Use: With the requirement for lighting restrictions and acoustical analysis and incorporation of applicable construction methods to minimize noise levels in interior areas, significant lighting and noise related land use impacts would be reduced to less than significant levels, with the exception of the significant unavoidable airport safety hazard discussed in section 1.2 above (Findings that Certain Unavoidable Impacts are Mitigated to the Maximum Extent Feasible).

Noise: With implementation of mitigation restricting short-term construction activities and mitigation requiring acoustical analysis to identify construction methods that will ensure that noise levels in interior areas of the hotel would not exceed 45 dBA CNEL, noise impacts would be reduced to less than significant levels.

Public Services: Compliance with mitigation measures requiring confirmation of adequate water and sewage treatment capacities to serve the project as well as implementation of a solid waste reduction plan, public services impacts would be reduced to less than significant levels.

Traffic/Circulation: With implementation of mitigation measures requiring payment of transportation improvement fees, review and approval of roadway and drainage improvements by Community Services staff, and confirmation of approval of bus stop improvement plans by MTD, project transportation/circulation impacts would be reduced to less than significant levels.

Water Resources: With implementation of mitigation measures which require implementation of BMPs during construction, review and approval of grading and drainage plans by Community Services staff, implementation of a pesticide/herbicide/fertilizer plan to minimize use of these chemicals in the landscape plan, incorporation of water saving irrigation methods, and confirmation of adequate water supply from the Goleta Water District, water resource and flooding impacts would be reduced to less than significant levels.

1.4 *Statement of Overriding Considerations*

The original EIR for the Camino Real Marketplace, 96-EIR-3, and the Addendum dated October 31, 2008 identify one environmental impact which cannot be fully mitigated and is therefore considered unavoidable. With implementation of the Camino Real Hotel project, significant and unavoidable impacts on land use/airport safety are expected. Required mitigation/conditions of approval would not reduce this impact below the level of significance. Pursuant to CEQA Section 15093, any remaining significant effects on the environment are acceptable due to these overriding considerations: the project would provide needed hotel accommodations in close proximity to business centers and the University of California at Santa Barbara. This avoids the need for visitors to travel to Santa Barbara for overnight accommodations, thereby reducing regional traffic. The hotel would also result in increased transient occupancy tax. Therefore, the Planning Commission finds that these benefits outweigh the land use/airport safety impacts associated with the project.

1.5 *Full Disclosure and Acceptance of the Addendum to 96-EIR-3*

The Planning Commission finds that 96-EIR-3 as amended by the Addendum dated October 31, 2008 is a complete, accurate, adequate, and good faith effort at full disclosure under CEQA. The Planning Commission further finds that the Addendum has been completed in compliance with CEQA. The Planning Commission finds that through feasible conditions placed upon the project, the significant impacts on the environment have been eliminated or substantially mitigated. These measures have been incorporated into the project description

and/or the conditions of approval for 07-208-DP. Based on the whole of the record before it, the Planning Commission recommends that the City Council accept the Addendum to 96-EIR-3 dated October 31, 2008 for fulfilling the environmental review requirements for the Camino Real Hotel Development Plan in compliance with CEQA.

1.6 *Environmental Reporting and Monitoring Program*

Public Resources Code Section 21081.6 requires the City to adopt a reporting or monitoring program for the changes to the project which is has adopted or made a condition of approval in order to mitigate or avoid significant effects on the environment. The approved project description and conditions of approval, with their corresponding permit monitoring requirements, are hereby adopted as the monitoring program for this project. The monitoring program is designed to ensure compliance during project implementation.

1.7 *Location of Record of Proceedings*

The documents and other materials which constitute the record of proceedings upon which this recommendation is based are in the custody of the Secretary of the Planning Commission, Planning and Environmental Services located at 130 Cremona Drive, Suite B, Goleta, CA 93117.

ADMINISTRATIVE FINDINGS

2.0 Specific Plan Amendment: Pursuant to Section 35-318 of Article III, Chapter 35, Article III, the Inland Zoning Ordinance, of the Goleta Municipal Code, a Specific Plan Amendment shall only be approved if all of the following findings are made:

2.1 *The Specific Plan Amendments are in conformance with and will implement all applicable General Plan policies and incorporates any other conditions specifically applicable to the parcels that are set forth in the plan.*

Proposed Amendments to the Camino Real Specific Plan (CRSP):

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

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

The proposed amendments to CRSP Development Standards LU-21 and LU-23 would bring the land use designation for the property into conformance with the Goleta General Plan, which designates the subject property as Community Commercial. Increasing the number of hotel rooms allowed, from a maximum of 50 rooms to a maximum of 99 rooms, would not alter the location or identified building footprint for a hotel onsite. In addition, given the variety in hotel room sizes and in

amenities and services offered at different hotels, the maximum number of rooms is only one component which would affect the overall size of a hotel. As discussed in the CEQA Addendum prepared for the project (dated 10/30/08), the Camino Real EIR (96-EIR-3) evaluated a 115-room hotel for the project site. The maximum number of hotel rooms was reduced prior to approval of the Specific Plan in 1997, in response to recommendations from the Airport Land Use Commission (ALUC). On October 16, 2008, the ALUC considered the CEQA Addendum, the proposed Specific Plan Amendment and the Development Plan request for the current 99-room hotel. The ALUC was advised at their hearing that if the ALUC did not take action on the project within the applicable timeframe for their comments, that the project would be considered consistent with the Airport Land Use Plan (ALUP). The date of this automatic determination of consistency was November 4, 2008. Because the ALUC did not take action on the project, the proposed Specific Plan Amendment (to amend the language of CRSP LU-21 and LU-23) is considered consistent with the ALUP and the related airport safety policies in the General Plan. (The recently revised airport safety policies in the General Plan essentially refer projects on specific properties near the airport to the ALUC for a determination of consistency with the ALUP).

2.2 *The Specific Plan Amendments will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood.*

The proposed amendments to the language of CRSP LU-21 and LU-23 would not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and would not be incompatible with the surrounding areas. The project would be served by existing public services and would have safe and adequate primary and emergency/secondary vehicular access. The design of the project would be compatible with surrounding development and the hotel land use would provide a transitional land use on an infill, urban parcel, located between the intensive regional shopping center to the north and the residential area to the south. The ALUC did not take a formal action on the project (including the Specific Plan Amendment) with the knowledge that without a formal action, the project would be found consistent with the Airport Land Use Plan. The project is therefore considered consistent with the ALUP. Further, the proposed Specific Plan Amendment would not increase the potential for an accident involving aircraft. As discussed in the EIR Addendum dated October 31, 2008 and in the policy consistency discussion in the 10/31/08 Planning Commission staff report, the Specific Plan Amendment to modify CRSP LU-21 and LU-23 is not expected to generate emissions, traffic levels, noise levels, biological impacts, cultural resource impacts, geology, drainage or flooding impacts, or effects on visual resources or public services which would be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood.

2.3 *The Specific Plan Amendments will not adversely affect necessary community services such as traffic circulation, sewage disposal, fire protection, and water supply.*

As discussed in the CEQA Addendum dated October 31, 2008 and the policy consistency section of the October 31, 2008 Planning Commission staff report, the proposed Specific Plan Amendment to modify Development Standards CRSP LU-21 and LU-23 would not adversely affect traffic circulation, fire protection, sewage disposal, or water supplies within the City or surrounding areas. Standard development conditions of approval require payment of traffic fees to fund a project's contribution toward local roadway improvements, the applicant must provide proof of adequate water and sewage disposal services prior to issuance of permits for development, the site is located adjacent to Fire Station #11 and a hotel project would not generate significant fire hazards that would adversely impact this public service.

3.0 Development Plan: Pursuant to Section 35-317 of Article III, Chapter 35, the Inland Zoning Ordinance, of the Goleta Municipal Code, a Preliminary or Final Development Plan shall be approved only if all of the following findings can be made:

3.1 That the site for the project is adequate in size, shape, location, and physical characteristics to accommodate the density and intensity of development proposed.

The project site is adequate in size, shape, location, and physical characteristics to accommodate the density and intensity of development proposed, including structural development, landscaping, parking, and on-site circulation for pedestrians, passenger vehicles and emergency vehicles, to accommodate the project design. Overall, there is sufficient acreage onsite to accommodate the density and intensity of development proposed. Further, the use, acreage and building footprint were previously analyzed and approved for the site as part of the Camino Real Specific Plan review and approval process.

3.2 That adverse impacts are mitigated to the maximum extent feasible.

Potential impacts involving aesthetics, air quality, biological resources, cultural/archaeological resources, geology/soils, flooding/drainage, land use/hazards, hydrology/water quality, noise, public services, transportation/traffic and utilities/service systems would be reduced to less than significant levels through implementation of the mitigation measures as incorporated into required conditions of approval included in Exhibit 2.

3.3 That streets and highways are adequate and properly designed.

All existing streets and highways serving the proposed project are adequate and properly designed. As indicated by the conclusions of the ATE traffic study for the project (and concurrence by Community Services staff regarding these conclusions), project-generated traffic would not trigger traffic thresholds or Circulation Element standards for roadways or intersections and local streets and highways can accommodate the traffic generated by the project. Community

Services review and approval of the final project plans for the new access driveways will further ensure that the project will not result in traffic safety impacts. The project is conditioned to contribute Goleta Transportation Improvement Fees to fund identified improvements to the area roadway network.

3.4 *That there are adequate public services, including but not limited to, fire protection, water supply, sewage disposal, and police protection to serve the project.*

The proposed project would be served by the Santa Barbara County Fire Department, the Goleta Water District, the Goleta West Sanitary District, and the City of Goleta Police Department. These agencies and districts have adequate capacity to serve the proposed Camino Real Hotel. Final sign-offs from these agencies will be required prior to issuance of Land Use Permits for the hotel development.

3.5 *That the project will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and will not be incompatible with the surrounding areas.*

The proposed project would not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and would not be incompatible with the surrounding areas. The project would be served by existing public services and would have safe and adequate primary and emergency/secondary vehicular access. The design of the project would be compatible with surrounding development and the hotel land use would provide a transitional land use between the intensive regional shopping center to the north and the residential area to the south.

3.6 *That the project is in conformance with 1) the General Plan and 2) the applicable provisions of this Article.*

As discussed in the Planning Commission staff report, the proposed project is consistent with the General Plan land use designation of C-C, with the exception of the recommended building standards for maximum height and floor area ratio. The *Recommended Standards for Building Intensity* (including 0.40 FAR and 25-foot height limit in the C-C land use designation) may be exceeded based on a "good cause" finding. "Good cause" is defined as a better site, or architectural design, will result in better resource protection, will provide a significant community benefit and/or does not create an adverse impact to the community character, aesthetics or public views. The DRB found no issue with the hotel's proposed FAR or height. Further, because substantial landscaping within the Phelps Road right-of-way will be installed and maintained by the hotel, the effective size of the hotel as viewed from surrounding streets, within all of the "site's" landscaped area, may appear smaller than is indicated by the FAR calculation (which excludes all right-of-way area, even if such areas are landscaped). The good cause finding can be made with regard to exceeding the

recommended height and FAR for the C-C land use designation in the General Plan. Neither the DRB nor the FAA identified concerns with regard to the proposed height of the hotel. The FAR calculation does not take into account the landscaped right-of-way area along the southern property frontage, which will be maintained by the applicant over the long-term. The property is surrounded by a wide variety of land uses and structures and the hotel would provide a transitional use between commercial and service industrial uses and structures to the north and east and residential and recreational uses and structures to the south and west. The proposed hotel would be compatible with the diverse building heights, FARs, and architecture styles of area development. In summary, the "good cause" finding can be made because the proposed height and calculated FAR for the hotel project would not create an adverse impact to the community character, aesthetics, or public views.

The project is consistent with all applicable General Plan policies, as specified in the policy consistency discussion of Planning Commission staff report for the hearing of November 10, 2008. The proposed project is also consistent with the C-2 zone district subject to approval of the requested Specific Plan Amendment to increase the maximum number of hotel rooms allowed from 50 to 99 rooms. The project would also be consistent with applicable zoning ordinance standards, subject to approval of the requested modification to allow some parking spaces to be located within the front yard setback area.

3.7 *That the project will not conflict with any easements required for public access through, or public use of a portion of the property.*

The property does not include easements for use by the public at large, and would therefore not conflict with such easement for access through the site.

**EXHIBIT 2
CONDITIONS OF APPROVAL**

**CAMINO REAL HOTEL PROJECT
401 STORKE ROAD; APN 073-440-019
CASE NO. 07-208-DP**

1. **Authorization:** Subject to the conditions set forth below, this permit authorizes implementation of Case No. 07-208-DP marked "November 10, 2008, Planning Commission Exhibit #1". Any deviations from the project description in the staff report, exhibits or conditions must be reviewed and approved by the City of Goleta for conformity with this approval. Deviations may require approved changes to the permit to be approved and/or further environmental review. Deviations without the above-described approval will constitute a violation of the permit approval. The exhibits associated with this permit include:

07-208-DP: Camino Real Hotel Development Plan

Cover Sheet (dated May 21, 2008)

Conceptual Rendering (dated May 21, 2008)

Site Plan (dated May 21, 2008)

First Floor Plan (dated May 21, 2008)

Second Floor Plan (dated May 21, 2008)

Roof Plan (dated May 21, 2008)

Suite Types (dated May 21, 2008)

Elevations – East & South (dated May 21, 2008)

Elevations – West & North (dated May 21, 2008)

Trash Enclosure & Perimeter Fence (dated May 21, 2008)

Conceptual Grading & Utility Plan (dated May 21, 2008)

Drainage Exhibit (dated April 24, 2008)

Drainage Exhibit overview (dated April 24, 2008)

Preliminary Landscape Plan (dated May 22, 2008)

Preliminary Landscape Plan Interior Courtyard (dated May 22, 2008)

Preliminary Tree & Plant List (dated May 22, 2008)

Color & Materials Board (dated May 21, 2008)

2. **Authorized Development:** This permit allows construction of a 73,828-square foot, two-story, 99-room service hotel. The hotel is proposed to have a Tuscan/Mediterranean architectural design/coloring to compliment the Camino Real Marketplace (CR Marketplace). The proposed building coverage is 32.3%, and the proposed Floor-Area-Ratio is 56.1%. The proposed mean height of the structure is 32 feet, roof heights range from 13.5 to 35 feet, and proposed tower peaks are 38 and 40 feet.

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

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

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

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

A Mediterranean landscape palette is designed to compliment landscaping at the CR Marketplace. The proposed landscape coverage is 24.5%, which is not inclusive of the 16,000 square feet of landscaping located

within the City rights-of-way for both Storke and Phelps Roads. A 6-foot tall decorative masonry wall/iron fence is proposed on the north and west property lines. A decorative/covered trash enclosure, out of public view, is proposed in the northwest corner of the property. Additional lighting is also proposed throughout the project site.

The applicant proposes to incorporate a variety of “green” components into the design, construction and operation of the hotel. The applicant proposes to meet at least the minimum requirements for LEED certification, but will attempt to meet the highest level that they determine to be feasible.

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

No signage is included in this proposed project.

The following modification is granted:

- A modification to allow 28 parking spaces to encroach into the southern front yard setback along Phelps Road (Section 35-262.a).

The grading, development, use and maintenance of the property, the size, shape, arrangement, and location of structures, parking areas and landscape areas, and the protection and preservation of resources shall substantially conform to the project description in the staff report and abide by the conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved exhibits and conditions of approval hereto. All plans must be submitted for review and approval and shall be implemented as approved by the City of Goleta. Minor changes to the project description contained herein shall be subject to the approval of the Director of Planning and Environmental Services.

MITIGATION MEASURES FROM THE CEQA ADDENDUM DATED OCTOBER 31, 2008

Aesthetics/Visual Resources

3. The design, scale and character of the project architecture, landscaping and signage shall be compatible with vicinity development. The proposed project shall be resubmitted for Preliminary/Final Review by DRB consisting of: (i) updated site plan, architectural floor plans, exterior elevations, landscape drawings, street improvement plans and lighting

plan. The preliminary development plans shall be revised to address the issues raised by DRB in its Conceptual Review and shall incorporate all applicable mitigation measures and conditions of approval. The updated building exterior elevations shall be fully dimensioned, showing existing grade, finished grade, finished floor, average height and peak height. **Plan Requirements and Timing:** The preliminary development plans shall be revised and resubmitted to DRB for review and approval prior to issuance of a Land Use Permit (“LUP”) for the project.

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

4. 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 hotel. All upward directed exterior lighting shall be prohibited to protect night sky views of the stars (and to avoid glare for overhead aircraft). All exterior lighting fixtures shall be appropriate for the architectural style of the proposed structure and the surrounding area. The applicant shall develop a lighting plan incorporating these requirements and provisions for dimming lights after 11:00 p.m. to the maximum extent practical without compromising public safety. The final lighting plan shall be amended to include identification of all types, sizes, and intensities of wall mounted building lights and landscape accent lighting. Wall wash type lighting should be avoided, except if required for safety reasons. “Moonlighting” type fixtures that illuminate entire tree canopies should also be avoided (up-lighting and down-lighting as separate methods are acceptable). **Plan Requirements:** The locations of all exterior lighting fixtures and an arrow showing the direction of light being cast by each fixture and the height of the fixtures shall be depicted on the preliminary/final lighting plan and shall be reviewed and approved by DRB and City staff. **Timing:** The preliminary/final lighting plan shall be reviewed and approved by DRB and City staff prior to issuance of any LUP for the project.

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

5. The applicant shall prepare detailed landscape and irrigation plans for the project that identifies the following:
 - a. Type of irrigation proposed;
 - b. All existing and proposed trees, shrubs, and groundcovers by species;
 - c. Size of all planting materials including trees; and
 - d. Location of all planting materials.

The project landscaping shall consist of drought-tolerant native and/or Mediterranean type species which adequately complement the project design and integrate the site with surrounding land uses. Landscaping shall be compatible with the character of the surroundings, the architectural style of the structure and shall be adjusted necessary to: (i) provide adequate vehicle stopping sight distance at all driveway entrances (as determined by the City); (ii) visually screen parking areas from street view to the maximum extent reasonable; and (iii) screen, through plantings and other features, loading and services areas of the proposed hotel. **Plan Requirements and Timing:** The landscape plans shall be revised and resubmitted for review and approval prior to and as a condition precedent to issuance of any LUP for the project. The plans shall be submitted for review and the DRB and City staff prior to issuance of an LUP. All elements of the final landscape plan, including irrigation improvements, shall be installed prior to any occupancy clearance.

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

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

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

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

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

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

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

9. To prevent construction and/or employee trash from blowing offsite, covered receptacles shall be provided onsite prior to commencement of grading or construction activities. Waste shall be picked up daily or as directed by staff. **Plan Requirements and 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.

10. The applicant shall prepare a detailed design of the proposed trash enclosures, for recyclables and solid waste, for the proposed hotel 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. A letter from the trash/recycle hauler shall be required that states that the location and design is accessible. **Plan Requirements and Timing:** Said trash enclosure plans shall be submitted for review and approval by DRB and City staff prior to issuance of any LUP for the project.

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

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

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

be screened from public view and the color(s) that it would be painted so as to blend in with the project and surrounding area.

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

Air Quality

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

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

14. Construction activities shall incorporate the dust mitigation measures and equipment control measures identified in the Air Pollution Control District condition letter dated November 4, 2008. The applicant shall provide a letter to all adjacent property owners with a construction activity schedule and construction routes as well as the name and telephone number of a contact person responsible for the compliance with air quality measures and the construction schedule fourteen days in advance of construction activities. Any alterations or additions shall require seven day notification. Planning & Environmental Services is to receive copies of all correspondence.

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.

15. The project shall also comply with all Rules and Regulations required by the Santa Barbara County APCD, including, but not limited to:
 - a) Compliance with APCD Rule 339, governing application of cutback and emulsified asphalt paving materials;

- b) Obtaining required permits for any emergency diesel generators or large boilers prior to any LUPs;
 - c) Obtaining APCD permits prior to handling or treating any contaminated soil onsite, if identified;
 - d) Limited idling of heavy-duty diesel trucks during loading and unloading to five minutes at any location and auxiliary power units should be used whenever possible. See APCD letter for additional idling restrictions.
16. Mechanical air conditioners shall use non-CFC refrigerants. The air conditioning systems shall utilize HCFC-123 or other refrigerants which are determined to have a minimal effect on ozone depletion. If feasible, the systems installed shall be designed to accommodate new non-ozone depleting refrigerants as they become available. **Plan Requirements and Timing:** Air conditioner information shall be provided on project building plans and shall be reviewed and approved by City staff prior to issuance of LUPs for structures.
- Monitoring:** City staff shall verify conformance with this measure on project building plans prior to issuance of LUPs and shall verify installation in conformance prior to certificate of occupancy.
17. 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

- I. 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.

18. The applicant shall prepare and implement an Alternative Transportation Program incorporating the following measures, unless the applicant demonstrates their infeasibility to the satisfaction of City of Goleta staff:
 - a) A program to educate employees and customers about the benefits of alternate transportation modes;
 - b) Identification of specific alternative modes of transportation for hotel employees and related opportunities available to employees to facilitate use of alternative modes of transportation.
 - c) Provision of bus passes and posted bus schedule information for the Goleta area.
 - d) Shower and locker facilities for bicyclists;
 - e) A description and map showing the location of on-site bicycle storage and employee shower facilities, as well as a map showing local bike paths.
 - f) Preferential parking for carpoolers;
 - g) Child care facilities or access to nearby facilities;
 - h) Transit and carpool subsidies;
 - i) Other measures to encourage and facilitate hotel guests to utilize alternative transportation means.

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

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

Biology

19. Applicant shall submit drainage and grading plans with a final hydrology report for review and approval by Community Services and Building staff. The plan shall incorporate appropriate Best Management Practices to minimize storm water impacts to the maximum extent feasible in

accordance with the City's Storm Water Management Plan. **Plan Requirements and Timing:** The plans shall include features which serve the function of historic wetlands in the area such as bio-swales, permeable paving, on site detention, fossil filters and other feasible operational features. Where these features are located off of the immediate project site as part of the drainage facilities developed for the CR Marketplace, the off-site features shall be indicated on the plans. The plans shall also include an erosion control plan for review and approval by Community Services staff prior to the issuance of any LUP for the project. After installation of any drainage improvements or erosion control measures, the applicant shall be responsible for on-going maintenance of all improvements in accordance with the manufacturer's specifications or the approved plans.

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.

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

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

21. Oil and grease traps or other protective devices and measures, including bio-filters, shall be incorporated on-site to minimize transport of pollutants into wetlands. **Plan Requirements and Timing:** The oil and grease traps or other protective devices shall be designated on all plans and shall be reviewed and approved by City staff prior to issuance of any LUP for the project.

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

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

the willow woodland shall be designated on the grading and drainage plans and shall be reviewed and approved by City staff prior to issuance of any LUP for the project.

Monitoring: City staff shall site inspect throughout the construction period to ensure compliance.

Cultural Resources

23. In the event archaeological artifacts are encountered during grading or other ground disturbing activities, work shall be stopped immediately or redirected until a City approved archaeologist and Native American representative are retained by the applicant (at its cost) to evaluate the significance of the find pursuant to Phase 2 investigations. If remains are found to be significant, they shall be subject to a Phase 3 mitigation program funded by the applicant. **Plan Requirements:** The applicant shall restate the provisions for archeological discovery on all building and grading plans. **Timing:** This condition shall be satisfied prior to issuance of any LUP for the project.

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

Environmental Hazards

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

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

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

Monitoring: City staff shall verify that any under-grounding is performed pursuant to SCE confirmed best practices design.

Geology/Drainage

26. The following shall be included on the Final Grading and Drainage plans and implemented during construction:
- a. Temporary berms and sediment traps;
 - b. Revegetation of non-paved areas immediately after grading;
 - c. Surface runoff shall be conveyed in accordance with the approved drainage plans;
 - d. Energy dissipaters shall be installed at drain pipe outlets;
 - e. Grading shall not occur during the rainy season (November 1 to May 1) unless approved erosion control measures are implemented;
 - f. Grading shall ensure that water does not drain toward structures or pavements.

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

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

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

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

Land Use

28. Applicant shall record an avigation easement between the applicant and the City of Santa Barbara. **Plan Requirements and Timing:** The applicant shall submit a copy of the recorded avigation easement, with written confirmation from the City of Santa Barbara that the avigation easement is acceptable to the City prior to land use clearance.

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

Noise

29. The applicant shall prepare an acoustical study that: (i) includes field measurement of noise levels on-site, with specific assessment of the outdoor courtyard area and hotel rooms; (ii) identifies methods to reduce noise levels, including reducing indoor noise levels to less than 45 dBA CNEL, taking into account existing and future noise exposure; and (iii) specifically addresses the potential and effectiveness of installation of water features (as “white” noise). The study shall be presented, along with design alterations, for consideration by the DRB in connection with the Preliminary/Final Review of the project. **Plan Requirements & Timing:** The acoustical study and design modifications (if any are proposed) shall be submitted to DRB for review and approval prior to issuance of a Land Use Permit (“LUP”) for the project.

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

30. 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 any pile driving operations, properties 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.

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

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

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

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

Public Services

33. 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:
- a) Provision of at least 50% 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.
 - c) 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.

- d) Implementation of a program, to the extent feasible, 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 and 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.

- 34. A Waste Reduction and Recycling Plan (WRRP) shall be submitted to the Community Services Department for review and approval. Said plan shall indicate how a 50% diversion goal shall be met during construction. 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. The applicant/property owner shall contract with a City approved hauler to facilitate the recycling of all construction recoverable/recyclable material. (Copy of contract to be provided to the City.) Recoverable construction material shall include but not be limited to asphalt, lumber, concrete, glass, metals, and drywall. At the end of the project, applicant shall submit a Post-Construction Waste Reduction & Recycling Summary Report documenting the types and amounts of materials that were generated during the project and how much was reused, recycled, composted, salvaged, or landfilled. **Plan Requirements and Timing:** This requirement shall be printed on the grading and construction plans. Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to occupancy clearance.

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

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

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

Traffic/Circulation

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

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

37. Detailed improvement plans prepared by a registered civil engineer for the proposed project shall be prepared for review and approval by the City’s Community Services Department. The drawings and specifications shall substantially conform to the Preliminary Development Plans and incorporate Community Service Department required improvements for the proposed driveways (on Storke and Phelps Roads), frontage improvements along both Storke and Phelps Road, and MTD-approved improvements to the bus stop on the south side of Phelps Road across from the project site. **Plan Requirements and Timing:** The project plans shall be revised, as appropriate, for review and approval by the City’s Community Services Department prior to and as a condition precedent to issuance of any LUP for the project. The required street improvements shall be installed by applicant, and accepted City Engineer prior to any occupancy clearance.

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

38. Consistent with the project description and MTD letter dated October 25, 2007, the applicant shall make improvements to the existing bus stop at the southwest corner of the Phelps/Storke intersection. Improvements shall be up to current MTD bus stop standards, including an ADA-compliant concrete pad, bench, shelter, trash receptacle, and night-lighting for safety. Detailed improvement plans shall be prepared for review and approval by the MTD. **Plan Requirements & Timing:** The bus stop improvement plans shall be submitted for review and approval by MTD. Applicant shall submit written confirmation of MTD acceptance of bus stop improvement plan plans. Bus stop improvements shall be included on project plans for LUP submittal. Compliance with MTD requirements shall be a condition precedent to issuance of any LUP for the project.

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

Water Resources

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

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

40. To reduce and filter stormwater runoff leaving the project site, the project plans shall incorporate BMPs in compliance with the City’s Stormwater

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

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

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

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

42. A pesticide, herbicide and fertilizer maintenance plan shall be prepared that minimizes their use, particularly during the rainy season. Biodegradable pesticides and herbicides shall be maximized. Grasses not generally susceptible to pest disease shall be planted in turf areas. **Plan Requirement and Timing:** The landscape plan shall include this

maintenance plan component, which shall be reviewed and approved by DRB and City staff prior to issuance of LUPs.

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

43. To ensure adequate design and sizing of drainage conveyance infrastructure (drop inlets, outlet pipes, connections to existing infrastructure, flood water retention areas, etc.), final grading and drainage plans shall be reviewed and approved by Community Services staff prior to Land Use Permits to prevent on- and off-site flooding and to ensure compliance with the Stormwater Management Program. **Plan Requirements and Timing:** Detailed final grading and drainage plans shall be submitted to Community Services and Planning & Environmental Services staff for review and approval prior to and as a condition precedent to issuance of any LUP for the project. After installation, the applicant shall be responsible for on-going maintenance of drainage infrastructure.

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

PROJECT SPECIFIC CONDITIONS

44. Compliance with Agency Letters:
- a. Air Pollution Control District letter dated November 4, 2008
 - b. Community Services memorandum dated October 24, 2008
 - c. Fire Department letter dated October 14, 2008
 - d. MTD letter dated October 25, 2007
45. Due to the site's location near the Santa Barbara Municipal Airport and associated aircraft overflights in the area, the landscape plan shall exclude trees or other plantings which could exceed 45 feet at maturity. Vines or other plantings may be incorporated to "spill over" from the roof to break up the massing of the higher elevations of the structure. The applicant shall submit landscape plans for preliminary and final DRB review which comply with this condition. The DRB shall review the landscape plans for compliance.
46. The applicant shall record a Real Estate Disclosure notice informing potential owners, lessees, or renters that the subject property is within the Santa Barbara Municipal Airport's Airport Influence Area and is subject to noise and other potential hazards from low-altitude aircraft overflights.

47. All drainage control facilities as noted in the Project Description and shown on Sheets 1 of 1 of the civil engineering plans *and the Hydraulic Report* by Fuscoe Engineering dated November 3, 1997, and amended by letter on October 20, 2008, and associated plans shall be maintained for the life of the project by the applicant and/or operator. **Plan Requirements:** Maintenance of all drainage facilities for two (2) years from occupancy clearance of the last building shall be ensured through a performance security provided by the applicant. **Timing:** All drainage control facilities shall be installed (landscaped and irrigated subject to City inspection and approval) prior to approval of the first Land Use Permit for a building. The performance security shall be released upon expiration of the two (2) year period provided such facilities have been installed per plans and maintained in good working order.

Monitoring: City staff shall verify installation of all drainage improvements and posting of the required maintenance security prior to approval of the first Land Use Permit for a building. City staff shall field inspect to verify adequate drainage system maintenance by the applicant/property owner in perpetuity.

48. 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 and 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 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.

49. The applicant shall pay all applicable development impact fees under the City of Goleta Development Impact Fee program in full. **Plan Requirements and Timing:** Payment amounts are estimated below, and shall be based on the fees in effect and applicable at the time fees are due.

Quimby/Park Fees	\$2,072/ 1000 sq. f t	Due at Final Inspection
Transportation	\$7,832/room for 99rooms	Due at Land Use Permit
Fire Protection	\$0.20/SF	Due at Final Inspection
Fire Facility	\$700/1000 SF	Due at Final Inspection
Library	\$190/1000 SF	Due at Final Inspection
Public Admin	\$841/1000 SF	Due at Final Inspection
Sheriff	\$433/1000 SF	Due at Final Inspection

Monitoring: The City of Goleta shall ensure payment is made as required.

50. The applicant shall pay all applicable affordable housing in-lieu fees as determined by the City of Goleta City Council prior to Final Inspection.

DEVELOPMENT PLAN CONDITIONS

51. Approval of this Development Plan is subject to the City Council approving the required Specific Plan Amendment.
52. Approval of the Final Development Plan shall expire five (5) years after approval, unless prior to the expiration date, substantial physical construction has been completed on the Development Plan or a Time Extension has been applied for by the applicant. The decision maker with jurisdiction over the project may, upon good cause shown, grant a time extension for one year.
53. If the applicant requests a Time Extension, the project may be revised to include updated language to standard conditions and/or may include revised/additional conditions which reflect changed circumstances or additional identified project impacts. Fees shall be those in effect at the time of issuance of a Land Use Permit.
54. No permits for development, including grading, shall be issued except in conformance with an approved Final Development Plan. The size, shape, arrangement, use, and location of buildings, walkways, parking areas, drainage facilities, and landscaped areas shall be developed in substantial conformity with the approved development plan marked City Council

Hearing Exhibits ____, dated December __, 2008. Substantial conformity shall be determined by the Director of Planning and Environmental Services.

55. The Final Development Plan approval runs with the land and the rights and obligations thereof, including responsibility to comply with conditions of approval shall be binding upon successors in interest in the real property unless or until such permits are expressly abandoned.
56. On the date a subsequent Preliminary or Final Development Plan is approved for this site, any previously approved but unbuilt plans shall become null and void.
57. Planning and Environmental Services Compliance Review shall be required. The applicant agrees to pay Compliance Review fees prior to Land Use Permit issuance to cover full costs of compliance monitoring. The decision of the Director shall be final in the event of any dispute.
58. Prior to approval of the first Land Use Permit for general grading and/or buildings for development, the applicant shall pay all applicable City of Goleta permit processing fees in full. Prior to the start of any work on-site, the applicant shall request and attend a preconstruction meeting that includes monitor(s), project superintendent, architect, subcontractors, as well as City representatives including staff from Planning and Environmental Services and Community Services.
59. The applicant shall pay the statutory school fees in effect at the time of issuance of each building permit to the appropriate school districts and/or shall mitigate school impacts by other measures consistent with State law. The applicant shall submit final square footage calculations and a copy of the fee payment to the school districts prior to issuance of each building permit.
60. All work within the public right-of-way, including but not limited to utilities and grading, shall be explicitly noted on the building plans. The applicant shall obtain all necessary encroachment permits from the City of Goleta Community Services Department prior to issuance of building permits for all work and construction that encroach within or over the public right-of-way, including, but not limited to, water meters, backflow devices, signs, and curb/gutter/sidewalk improvements.
61. Any temporary building, trailer, commercial coach, etc. installed or used in connection with construction of this project shall comply with the requirements of Section 35-281, Article III of the City's Municipal Code.

62. All trees planted in accordance with this approval shall be maintained according to the latest adopted American National Standard Institute (ANSI) guidelines for tree care, generally referred to as ANSI A300 (various parts), and the companion publications "Best Management Practices" published by the International Society of Arboriculture (ISA). Any pruning of trees, other than light pruning of no more than 25 percent (25%) of the foliage within any one growing season, requires review and approval of the City of Goleta prior to commencement of the work.
63. The applicant shall be responsible for informing all subcontractors, consultants, engineers, or other business entities providing services related to the project of their responsibilities to comply with all pertinent requirements herein in the City of Goleta Municipal Code, including the requirement that a business license be obtained by all entities doing business in the City as well as hours of operation requirements in the City.

GENERAL CONDITIONS

64. No signs are authorized with this permit. All signs require separate permits and shall comply with City of Goleta Chapter 35, Article I, Sign Regulations, with setbacks specified in Article III, Inland Zoning Ordinance.
65. Before using any land or structure, or commencing any work pertaining to the erection, moving, alteration, enlarging, or rebuilding of any building, structure, or improvement, the applicant shall obtain a Land Use Permit (LUP) and Building Permit(s) if required from the Planning & Environmental Services Department. These permits are required by ordinance and are necessary to ensure implementation of the conditions required by the Director of Planning & Environmental Services.
66. All applicable final conditions of approval shall be printed in their entirety on applicable pages of all plans submitted for approval of any LUP and/or building permit for the proposed project.
67. This permit is granted for the property described in the application on file with the Planning & Environmental Services Department and may not be transferred from one property to another.
68. When exhibits and/or written Conditions of Approval are in conflict, the written Conditions of Approval shall prevail.
69. If the applicant, owner or tenant fails to comply with any of the conditions of this permit, the applicant, owner or tenant may be subject to a civil fine pursuant to the City Code and/or permit revocation.

70. The applicant shall be responsible for the completeness and accuracy of all forms and supporting materials submitted in connection with any application. Any errors or discrepancies found therein may constitute grounds for the revocation of any approvals.
71. Any new or changed use on the site shall be subject to appropriate review by the City, including building code compliance and environmental review if applicable.
72. Revised plans and building elevations incorporating all conditions of approval for this project shall be coordinated and submitted to Planning and Environmental Services as one package in accordance with plan check requirements. All plans, including site, grading, landscape, irrigation, mechanical, and street improvement plans shall be reviewed for condition compliance prior to issuance of any permits such as grading, building, or encroachment permits. Any change to the size, colors, construction materials, design or location of any structure onsite, or other site or landscape improvements, except to the extent such changes are deemed in substantial conformity, shall not be made without prior City approval.
73. Applicant agrees, as a condition of this approval, at applicant's expense, to defend, indemnify and hold harmless the City of Goleta or its agents, officers and employees from any claim, action or proceeding against the City of Goleta or its agents, officers or employees, to attack, review, set aside, void, or annul, in whole or in part, the City of Goleta approval of the Development Plan or any condition attached thereto or any proceedings, acts, or determinations taken, done or made prior to the approval that were part of the approval process.
74. In the event that any condition imposing a fee, exaction, dedication or other mitigation measure is challenged by the project sponsors in an action filed in a court of law or threatened to be filed therein which action is brought within the time period provided for by law, this approval shall be suspended pending dismissal of such action, the expiration of the limitation period applicable to such action, or final resolution of such action. If any condition is invalidated by a court of law, the entire project shall be reviewed by the City of Goleta and substitute conditions may be imposed.

ATTACHMENT 5

**Proposed Addendum to 93-EIR-6 dated October
31, 2008**

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

A. LOCATION

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

B. BACKGROUND

Camino Real EIR

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

- 95-SP-001: A Specific Plan for 83 acres identifying six land use components - retail/entertainment commercial, commercial recreation, visitor-serving commercial, public recreation and open space, residential, and transit facility as well as development standards and design guidelines.
- 95-GP-001: A General Plan Amendment to change the land use designations on-site to reflect the proposed land uses and to amend site specific development standards in the Goleta Community Plan related to airport approach zones.
- 95-RZ-006: A Rezone to change the zoning on-site to reflect the proposed land uses.
- 95-DP-026: A Development Plan for the first phase of Specific Plan development, including CR Marketplace (500,000 square feet of major retail and service/entertainment commercial), a 46,504-square foot indoor ice rink, a 17,000-square foot outdoor roller hockey rink, an active and passive community park, relocation of Dos Pueblos Little League fields, an MTD facility, associated private roads, bike paths, landscaping, grading and drainage improvements, and modifications to Zoning Ordinance requirements for parking, and masonry screening walls.

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

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

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

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

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

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

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

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

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

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

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

C. ADDENDUM

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

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

Project Description:

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

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

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

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

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

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

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

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

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

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

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

Impacts and Mitigation Measures associated with the Revised Project¹

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

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

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

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

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

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

1. Aesthetics/Visual Resources

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

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

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

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

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

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

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

Project Specific Impacts

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

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

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

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

Cumulative Impacts

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

Mitigation Measures

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Residual Impacts

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

2. Air Quality

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

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

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

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

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

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

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

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

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

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

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

Project-Specific Impacts

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

Impact AQ-1 *Short-term emissions of fugitive dust during construction would have the potential to cause a public nuisance or exacerbate the existing PM₁₀ non-attainment status, due to earthmoving activities and the proximity of dust emissions to public roadways and residential areas (Class II).*

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

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

Cumulative Impacts

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

Impact AQ-4 *PM₁₀ emissions from project construction would combine with other cumulative sources of PM₁₀ emissions in the region and would contribute to the existing violation of the State PM₁₀ standard. (Class II)*

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

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

Project Specific and Cumulative Greenhouse Gas Emissions

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

Increased development, including the proposed project, would cause GHG emissions to be generated. The proposed project would contribute to long-term increases in GHGs as a result of traffic increases and minor secondary fuel combustion emissions 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.

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

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

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

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

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

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

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

Due to the speculative nature of assigning a precise threshold at this time and taking into account the specific project components which will effectively minimize generation of GHGs, the proposed hotel's project-specific and cumulative contribution to GHG related impacts is considered adverse, but less than significant (Class III).

Mitigation Measures

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

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

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

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

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

- b) Diesel powered equipment should be replaced by electrical equipment whenever feasible.
- c) As of June 15, 2008, fleet owners are subject to sections 2449, 2449.1, 2449.2 and 2449.3 in title 13, Article 4.8, Chapter 9, of the California Code of Regulations (CCR) to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use off-road diesel-fueled vehicles.
See <http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf>.
- d) Diesel construction equipment meeting the California Air Resource Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.
- e) Other diesel construction equipment, which does not meet CARB standards, shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed.
- f) Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- g) All construction equipment shall be maintained in tune per the manufacturer's specifications.
- h) The engine size of construction equipment shall be the minimum practical size.
- i) The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- j) Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible.
State law requires that drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds:
 - i) Shall not idle the vehicles' primary diesel engine for greater than 5 minutes at any location

- ii) Shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle with a sleeper berth within 100 feet of a restricted area (homes and schools).
- k) Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Residual Impacts

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

3. Biology

96-EIR-3 includes an extensive discussion of the biological resources existing within the Specific Plan area prior to development of the CR Marketplace, active and passive parkland and related access roads and parking lots. Although the CR Hotel site was not developed concurrently with these Specific Plan components, the hotel site was rough graded at the same time as these developments, including installation of infrastructure improvements along Storke and Phelps Road and installation of underground drain pipes to convey runoff water from the project site, under the adjacent soccer fields and to the CR Natural Area, as part of the drainage plan for the entire Specific Plan area.

96-EIR-3 identified the potential for overall Specific Plan buildout to directly remove wetlands due to grading and development of the approved structures, parking lots, roads, and infrastructure. Specifically, Class II biological impacts were anticipated on the hotel site. While the written discussion of seasonal wetlands throughout the entirety of the Camino Real development attempted to be clear, there was a written oversight in 96-EIR-3 and the Specific Plan in regards to the 0.03-acre wetland on the hotel's site. 96-EIR-3 and the Specific Plan correctly stated that short term impacts to the seasonal wetland on-site was avoidable, but the documents' text did not *clearly* indicate that the 0.03-acre seasonal wetland on-site was intended to be removed over the long term. The 0.03-acre degraded seasonal wetland removal is made clear when reviewing 96-EIR-3's and the Specific Plan's maps, which indicate the hotels' footprint would be located over the 0.03-acre degraded seasonal wetland resulting in the same Class II impact and utilizing the same mitigation measures for the removal and replacement of wetlands throughout the entirety of the development.

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

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

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

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

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

Project-Specific Impacts

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

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

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

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

Cumulative Impacts

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

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

Mitigation Measures

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

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

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

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

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

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

Residual Impacts

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

4. Cultural Resources

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

Project-Specific Impacts

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

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

Cumulative Impacts

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

Mitigation Measures

The following mitigation measure would be required:

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

Residual Impacts

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

5. Energy

Project-Specific and Cumulative Impacts

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

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

Mitigation Measures

No mitigation required.

Residual Impacts

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

6. Environmental Hazards

6.1 Hazardous Materials Storage

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

6.2 Electro-Magnetic Fields

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

Project-Specific Impacts

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

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

Cumulative Impacts

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

Recommended Mitigation Measures

The following mitigation measures are recommended:

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

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

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

Monitoring: City staff shall verify that any under-grounding is performed pursuant to SCE confirmed best practices design.

Residual Impacts

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

7. Geological and Drainage Processes

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

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

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

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

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

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

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

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

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

Project-Specific Impacts

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

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

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

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

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

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

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

Cumulative Impacts

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

Mitigation Measures

The following mitigation measures would still be required:

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

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

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

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

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

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

Residual Impacts

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

8. Land Use

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

8.1 Santa Barbara Municipal Airport

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8.2 Camino Real Specific Plan/Goleta General Plan

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

Proposed Amendments to Specific Plan Development Standards

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

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

Adopted Amendments to Goleta General Plan Standards

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

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

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

SE Figure 5-3 Other Hazards

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

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

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

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

8.3 Airport Land Use Plan

Compatibility with the ALUP:

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

ALUP Chapter 3: Guidelines for Land Use

- *The Public Utilities Code gives the Airport Land Use Committee the power "...to assist local agencies in ensuring compatible land uses in the vicinity of existing airports to the extent that the land in the vicinity of such airports is not already devoted to incompatible uses."*
- *The ALUC must design a proscriptive land use plan for airport environs such that land uses incompatible with airports are not permitted, but maximum discretion is left to local jurisdictions to plan land uses for local needs.*
- *This chapter provides very broad airport land use guidelines.*
- *Commercial Uses: Restaurants, shopping centers...hotels, motels, and theaters are generally good uses on an airport or adjacent to it, but should incorporate sound insulation in buildings for internal livability. None of these should be constructed in the airport approach zones.*

- **Safety Area 2 (Approach Zone)**
This zone is an extension of the clear zone in which uses which do not result in a concentration of people⁴ or particular fire hazard are generally allowed. Height restrictions in the approach zone are more severe than in other zones except the clear zone and must be absolutely enforced.
- **ALUP Table 4-1, Land Use Guidelines for Safety Compatibility Only**
According to Table 4-1, a hotel use in Safety Area 2 (Approach Zone) "is not compatible in an approach zone within one mile of a runway." The ALUP will consider this guideline in their review of the CR Hotel.

ALUP Chapter 5: ALUC Policy

- **Within Safety Area 2 (Approach Zone) incompatible uses are:**
Non-residential uses within one mile of the runway end which would result in large concentrations of people, such as, but not limited to, shopping centers, schools, hospitals, or stadiums.
- *Large concentrations is a purposely vague term as the issue will vary with the land use and location. For general purposes, the threshold for review is roughly 25 persons per acre...*

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

Risk Factors and Runway Proximity:

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

Basic Compatibility Qualities

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

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

Suggested Compatibility Criteria:

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

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

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

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

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

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

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

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

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

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

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

8.2 Economic Impacts

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

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

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

Project-Specific Impacts

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

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

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

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

Cumulative Impacts

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

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

Mitigation Measures

The following mitigation would still be required:

- LU-1 The project shall be referred to the ALUC for a determination of project consistency with the ALUP.
- LU-2 All ALUC recommendations regarding lighting shall be incorporated into the project design.
- LU-3 An acoustical analysis shall be provided prior to occupancy showing that interior noise standards do not exceed 45 dBA CNEL.
- LU-4 Applicant shall record an avigation easement between the applicant and the City of Santa Barbara. **Plan Requirements and Timing:** The applicant shall submit a copy of the recorded avigation easement, which is acceptable to the City of Santa Barbara prior to land use clearance.

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

Residual Impacts

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

9. Noise

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

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

Project-Specific Impacts

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

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

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

Cumulative Impacts

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

Mitigation Measures

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

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

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

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

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

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

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

LU-3 and LU-4 would also apply.

Residual Impacts

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

10. Public Services

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

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

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

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

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

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

Project-Specific Impacts

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

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

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

Cumulative Impacts

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

Mitigation Measures

The following mitigation measures would be required:

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

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

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

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

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

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

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

Residual Impacts

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

11. Traffic and Circulation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Parking Supply

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

Congestion Management Program (CMP)

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

Project Specific Impacts

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

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

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

Cumulative Impacts

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

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

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

Mitigation Measures

The following mitigation measures are required:

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

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

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

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

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

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

Residual Impacts

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

12. Water Resources

Water Supply

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

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

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

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

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

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

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

Water Quality

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

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

Project Specific Impact

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

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

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

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

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

Cumulative Impacts

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

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

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

Mitigation Measures

The following mitigation measures would be required.

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

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

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

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

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

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

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

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

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

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

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

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

Residual Impacts

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

D. FINDINGS

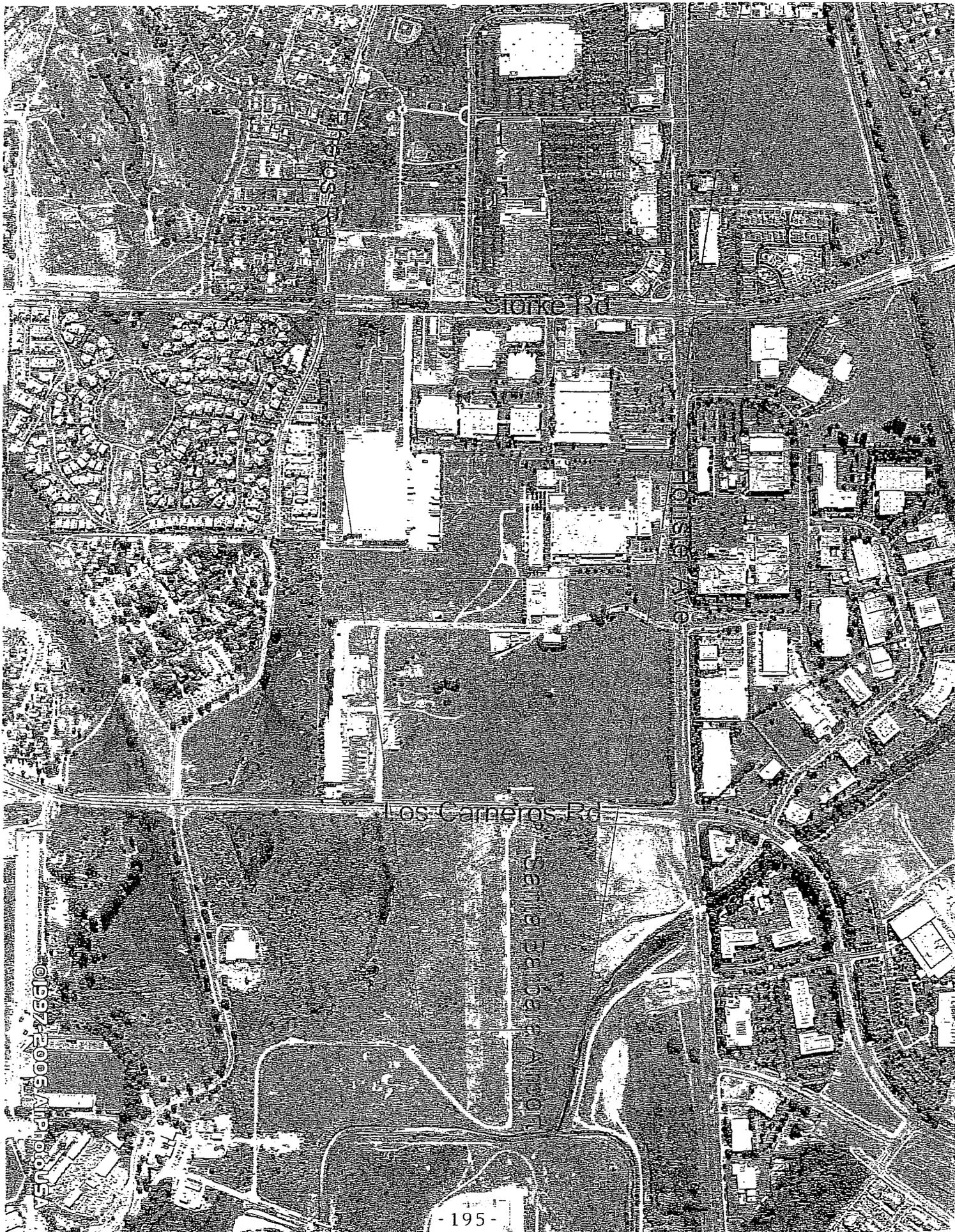
It is the finding of the Planning and Environmental Services Department that the previous environmental document as herein amended may be used to fulfill the environmental review requirements of the current project. Because the current project meets the conditions for the application of State CEQA Guidelines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

ATTACHMENTS

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

ATTACHMENT 1

Vicinity Map



Stone Rd

Los Cameros Rd

Calle de la Alondra

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ATTACHMENT 2

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

96-EIR-3 Camino Real Project

95-SP-001
95-GP-001
95-RZ-006
95-DP-026

95-CP-061
95-CP-062
96-CP-004
95-LA-014

TM 14,383

Final Environmental Impact Report

January 1997

Prepared by

Santa Barbara County
Planning and Development
Development Review Division

Contact: Steve Goggia

Prepared with the assistance of

Science Applications International Corporation
Environmental Programs Division

816 State Street, Suite 500
Santa Barbara, CA 93101

2.0 PROJECT DESCRIPTION

2.1 DESCRIPTION OVERVIEW

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

Project Title: Camino Real Project

Project Case Numbers: 95-SP-001, 95-GP-011, 95-RZ-006, 95-DP-026, TM 14,383, 95-CP-061, 95-CP-062, 96-CP-004, and 95-LA-014

Assessor's Parcel Nos.: 073-440-005 (073-440-004 Lot Line Adjustment only)

Site Size: 83.182 gross acres, 83.095 net acres

Applicant & Landowners: Camino Real Limited Liability Company
c/o Wynmark Company
6500 Hollister Avenue
Suite 100
Santa Barbara, CA 93117

Architect: B 3 Architects
223 East De La Guerra Street
Santa Barbara, CA 93101

McG Architects
200 South Los Robles Ave., Suite 300
Pasadena, CA 91101

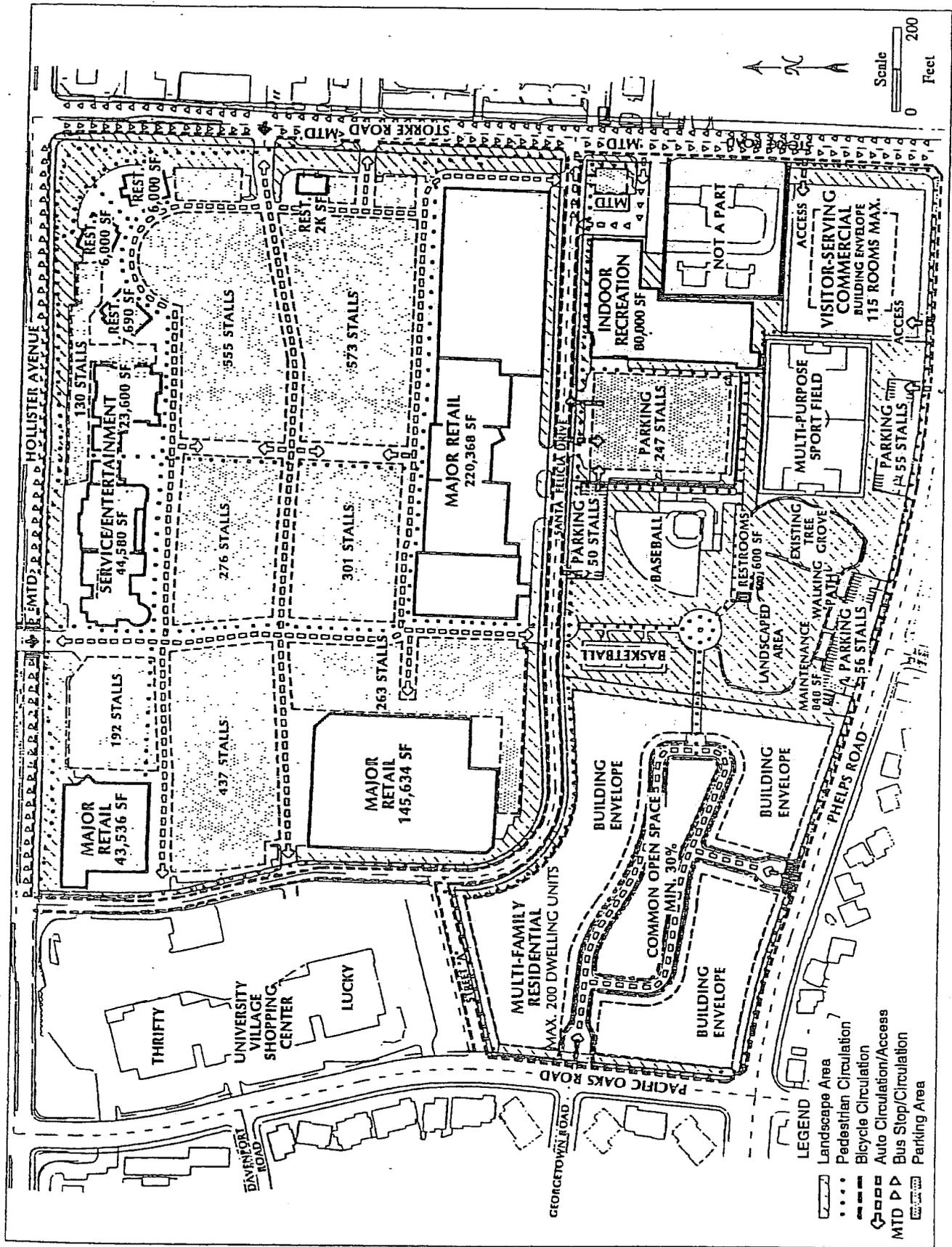


Figure 2-2. Camino Real Specific Plan (95-SP-001)

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

<i>Resource</i>	<i>Description of Impact</i>	<i>Mitigation</i>	<i>Residual Impacts</i>
Class I Impacts			
Aesthetics	Project development would result in substantial open space and obstruct views of the Santa Ynez Mountains and Devereux Slough watershed from major public view corridors in urban perimeter, including the Storke Road Overpass, Storke Road south of Hollister Avenue, and Phelps Road. (SP and DP)	None.	Significant.
Air Quality	Vehicle operations associated with Specific Plan and Development Plan buildout would exceed thresholds for reactive organic compounds (ROC), nitrogen oxide (NO _x), and carbon monoxide (CO) accounting for reduction in trips to Ventura/Oxnard stores. (SP and DP)	Incorporate Alternative Transportation Plan measures as part of lease agreement terms. Incorporate energy-conserving techniques and Innovative Building Review Committee recommendations as feasible.	Significant.
Land Use Compatibility: Air Safety (Project Specific and Cumulative)	The potential for an air traffic accident affecting populations inside commercial, residential, and recreational ballfield uses has "unlikely" frequency (between once in 100 to 10,000 years), but "major" consequence (up to 10 severe injuries). (SP and DP)	Review and approval by ALUC prior to Land Use Permit approval. Incorporate 300-foot clear zone free of structures aligned with similar clear zones on properties to the east.	Significant.
ALUC Consistency	Recreation/Open Space land uses would be potentially incompatible with Safety Area 2 land use guidelines. (SP and DP)	None.	Significant.

Notes:

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

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

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

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

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

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

Notes:

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

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

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

Notes:

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

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

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

Notes:

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

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

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

Notes:

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

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

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

Notes:

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

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

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

Notes:

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

ATTACHMENT 3

Population Density Calculations

Population Density Calculations

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

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

Applicant's Calculations:

$(((99 \text{ rooms})(1.25 \text{ persons/room})(73\% \text{ occupancy}))+15 \text{ to } 18 \text{ employees})/3.02 \text{ acres} =$

35 to 36 persons/acre

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

Average

$(((99 \text{ rooms})(1.25 \text{ persons/room})(76.2\% \text{ occupancy}))+15 \text{ to } 18 \text{ employees})/3.02 \text{ acres} =$

37 to 38 persons/acre

Peak

$(((99 \text{ rooms})(1.25 \text{ persons/room})(87\% \text{ occupancy}))+15 \text{ to } 18 \text{ employees})/3.02 \text{ acres} =$

41 to 42 persons/acre

Per ALUC's Parking Based Calculations:

$(((1.5 \text{ persons/vehicle})(102 \text{ to } 110 \text{ vehicle})(75\% \text{ capacity}))/3.02 \text{ acres} =$

38 to 41 persons/acre

Staff's Calculations Per ATE's Occupancy Methodology:

$(((99 \text{ rooms})(1.5 \text{ persons/room})(73\%; 76.2\% \text{ or } 87\% \text{ occupancy}))+15 \text{ to } 18 \text{ employees})/3.02 \text{ acres} =$

Per South Coast Average **41 to 42 persons/acre**

Per Goleta Area Average **43 to 44 persons/acre**

Per Goleta Peak **48 to 49 persons/acre**

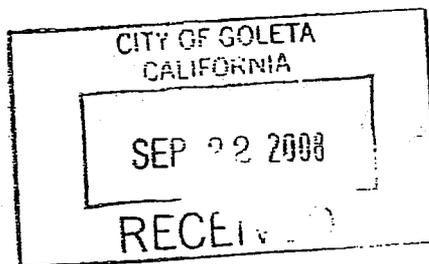
ATTACHMENT 4

Responses to Comments Received

**Santa Barbara County
Air Pollution Control District**

September 19, 2008

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



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

Dear Scott:

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

A-1
The Addendum states on Page 15, "At this time, there are no adopted thresholds of significance for GHG emissions and the methodology of analysis is evolving. The project-specific and cumulative contribution to impacts associated with GHG emissions is considered less than significant in the absence of an adopted threshold and given that climatic change is global in scale (Class III)."

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

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

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

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

A-2

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

- All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- Diesel powered equipment should be replaced by electric equipment whenever feasible.
- As of June 15, 2008, fleet owners are subject to sections 2449, 2449.1, 2449.2, and 2449.3 in Title 13, Article 4.8, Chapter 9, of the California Code of Regulations (CCR) to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use off-road diesel-fueled vehicles. See <http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf>.
- Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.
- Other diesel construction equipment, which does not meet CARB standards, shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.

- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible.
State law requires that drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds:
 - shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location
 - shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle with a sleeper berth within 100 feet of a restricted area (homes and schools).
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

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

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

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

Sincerely,



Vijaya Jammalamadaka
Air Quality Specialist
Technology and Environmental Assessment Division

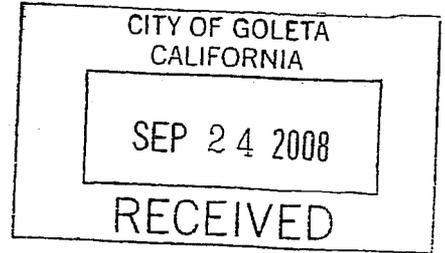
cc: TEA Chron File

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

- A-1: Greenhouse Gases/Global Warming: Please see updated text regarding global climate change and greenhouse gases.
- A-2: The mitigation measures to reduce particulate emissions from diesel exhaust (AQ-2) have been updated consistent with the comment letter to reflect current mitigation language.

September 24, 2008

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



Dear Scott,

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

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

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

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

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

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

- B-6 Page 26, Land Use. The 96 –EIR -3 may have evaluated at 115 room hotel but in the 1997 Specific Plan only a 50 room hotel was approved.
- B-7 Page 27. There is no compelling reason to have towers that are 38 and 48 feet in an airport approach zone. This hotel is within the Airport Approach Zone and it should not exceed the height limit of the property.
- B-8 Page 29. The proposed amendments to the Specific Plan Development Standards, SP LU-21 and SP LUC-23, provide no explanation for the changes. Adding 49 rooms to the hotel will place more people in the approach zone and there is no reason or mitigation for putting more people in harms way.
- B-9 Page 30. I find it strange that the City and the Airport Land Use Commission review projects on a case by case basis and determine “the precise location of the airport hazard zone”. How can the airport hazard zone change depending on the project? Does the money it produces affect how many people will be put at risk?
- B-10 Page 31. The ALUP Guidelines for Land Use is very clear about the uses and height in an Approach Zone. The Commercial Uses guidelines clearly state that hotels and motels should not be constructed in the airport approach zones. What are the height restrictions in the approach zone?
- B-11
- B-12 Page 34. The building of 400 hotel rooms would not necessarily attract more people to stay in Goleta. If more people wanted to stay in Goleta, the vacancy rate would be lower. Adding 400 hotels rooms cannot be considered an economic benefit since it will have negative economic impacts on the existing hotels.
- B-13 Page 35. An acoustical analysis on this project should have been done and been included in this Addendum. The analysis should be done during standard take offs and landings of commercial jets at the airport. I understand that this is not always the case in these studies.
- B-14 Page 45. The comment on the sport fields being converted to synthetic turf is irrelevant. The fields use reclaimed water.
- B-15 Page 47. The change from sprinklers to a drip system will not be sufficient to offset the increased water demand of the hotel. What is the current water usage for irrigation and what proof is there that the change to drip will save 5 to 8 AFY? Will the change of irrigation systems degrade the health and appearance of the existing landscaping?

- B-16 Page 48. Water efficient clothes washers and dishwashers will not be sufficient to meet the needed reduction in water use to meet the 80 AFY water allocation. One mitigation that should be considered is to not have on-site laundry facilities. The water issue is a serious one and should be adequately addressed.
- B-17 There is mention of significant effects anticipated in the area of flooding but there is discussion of it in the document. Solid waste is another issue and I did not find any information on it.
- B-18 This Addendum does not provide adequate information for a decision on the impact of this project.

Thank you for the opportunity to comment on the Addendum.



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

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

- B-1: There is no requirement in the California Environmental Quality Act (CEQA) for circulating an EIR addendum for public review. However, the City determined it would be beneficial to circulate the draft addendum for a *courtesy* public review. As indicated in the public notice for the draft Addendum, the EIR referenced in the addendum is available at the City of Goleta office. Further, in response to this comment letter, the EIR and Specific Plan documents were made available, as loan copies, to the commenter on October 1, 2008. Including the Camino Real EIR and the Specific Plan with the Addendum would require extensive amounts of paper, given the size of the documents and the size of the noticing list. However, the Impact Summary Table for the EIR was included as an attachment to the Draft Addendum as a summary and easy reference to the impacts and mitigation measures identified in the EIR.
- B-2: The DRB reviewed the project's proposed height and FAR in their consideration of the hotel project and they specifically commented on the original tower heights, which lead to a reduction in the towers' heights. However, the DRB came to a different conclusion than the commenter with regard to the aesthetics of the structure's overall height and FAR.
- B-3: Comment noted. Mitigation identified in the Addendum requires submittal of a lighting plan for review and approval by the DRB and City staff prior to issuance of any LUPs for the project, including depictions of the locations of exterior lighting fixtures, arrows showing the direction of light being cast by each fixture and the height of the fixtures. The DRB has consistently voiced their concern with lighting which affects night sky views and their preference for "Dark-Sky" light fixtures. The the DRB will consider the specific fixtures, location, and lighting direction for all exterior lighting, including up-lighting of trees, and how such lighting would impact night sky views.
- B-4: APCD has standard dust control measures which are applied to development projects throughout Santa Barbara County, including incorporated areas, such as the City of Goleta. Just as the Addendum will be included as an attachment to the staff report for the Camino Real Hotel request, departmental letters are included in staff reports as part of the conditions of approval attachment. Because the APCD dust mitigation measures are listed out in the APCD condition letter and the measures are systematically applied to project's throughout the County's incorporated and unincorporated areas, a decision was made not to list these same requirements redundantly in the Addendum. The measures do, however, include the requirements for gravel pads to be installed at access points to the project site, use of vacuum trucks or suction sweepers to collect soil

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

- B-5: Seismic hazards and liquefaction were discussed within the Camino Real EIR, and the proposed project does not alter the impacts discussed within the Camino Real EIR. As the geological section was not altered, additional discussion was not needed for the Addendum. As stated in the Addendum, rough grading that was completed for the hotel property as part of overall Specific Plan grading in 1997. This site preparation work included over-excavation and re-compaction of constrained soils on-site, consistent with EIR mitigation measures (Kim Schizas, personal communication, 10/7/08).
- B-6: The comment is correct. The Addendum updates the certified EIR analysis in response to the current project request. The certified EIR evaluated the impacts of a 115-room hotel, and the Addendum evaluates the current request for a 99-room hotel. Various sections of the Addendum (not limited to the Background section) acknowledge that the final Specific Plan approval includes a 50-room hotel for the visitor-serving commercial portion of the Specific Plan area. The fifth paragraph on page 26 also clarifies the difference between the number of hotel rooms evaluated in the EIR versus the number of hotel rooms ultimately approved for this portion of the Specific Plan:

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

- B-7: The FAA considered the heights of the proposed structure, including the towers, and determined that the structure would not exceed obstruction standards or be a hazard to air navigation (FAA letter dated 5/15/08).
- B-8: The Community Commercial land use designation was applied to the project site as part of the City of Goleta's General Plan process. This change to the land use designation was approved subsequent to the County's 1997 approval of the Specific Plan. Because the Camino Real Specific Plan (CRSP) still designates the site as General Commercial LU-21, the Specific Plan Amendment simply proposes to change CRSP LU-

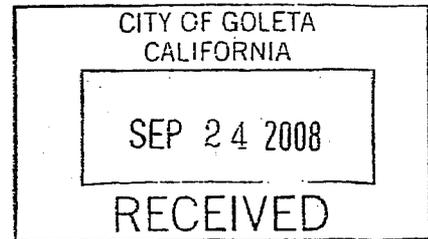
21 to reflect the current General Plan Community Commercial land use designation for the site. The applicant has indicated that a 50-room hotel is not feasible, and has thus requested an amendment to CRSP LU-23 to allow consideration of a development plan for a hotel of 99 rooms. The Camino Real EIR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

- B9: Comment noted. The Airport Land Use Commission considers a variety of factors and project details in evaluating hazards zones and consistency with the Airport Land Use Plan. These factors may include, but are not limited to a project's location with regard to runways, onsite uses and population densities, use and storage of hazardous materials on-site, and on-going changes to airport operations.
- B-10: The ALUP previously approved a hotel use for the site as part of the 1997 Specific Plan approval.
- B-11 Height restrictions for the parcel include the following: A recommended maximum height of 25 feet per the General Plan which can be exceeded with a finding of good cause; an averaged height of 35 feet per the C-2 zone district, a maximum of 45 feet in the Approach Zone, and a maximum height of 50 feet for "church spires" and similar architectural features in all zone districts. Furthermore, the FAA determined that the structure would not exceed obstruction standards or be a hazard to air navigation with a maximum height of 40 feet above ground level & 65 feet above mean sea level (FAA letter dated 5/15/08). The proposed project complies with the above standards.
- B-12: The addition of a greater variety of mid to upper range hotel rooms in Goleta is expected to increase the number of both business visitors and vacationers that will consider searching for and staying at accommodations in Goleta, rather than travelling back and forth to hotels in the City of Santa Barbara. UCSB, for example, attracts a number of visitors to the area, associated with university conferences, lectures, events, graduations, and visiting family members. Due to a historic lack of mid to upper range hotel options in Goleta, guests of the University and other area businesses are often directed to hotels in the City of Santa Barbara.
- BA-13: The Addendum relies on updated acoustical analysis performed for the Santa Barbara Airport and which are referenced in the Goleta General Plan EIR. The noise measurements, such as the standard Community Noise Equivalent Level (CNEL) measurement, are not based on individual take-offs and landings, but are averaged throughout a 24-hour day, with

greater weight applied to nighttime noise, when noise is typically more noticeable.

- B-14: Comment noted. However, the very next sentence acknowledges the use of reclaimed water for irrigation of the sports fields, *"This would result in a reduction in demand for irrigation water of approximately 4 AFY, although this would not affect demand for potable water because the fields are irrigated with reclaimed water."*
- B-15: Mitigation measure WR-1 requires that the applicant provide confirmation that water savings from conversion of sprinklers in CR Marketplace to drip irrigation will offset hotel related increases in water demand. This is required to ensure that the 80 AFY allotment will not be exceeded. In the event that water demand will exceed the allotment, the applicant is required to confirm that the Goleta Water District can and will serve the project prior to approval of land use permits. Preliminary analysis regarding water savings was provided by engineers at Penfield and Smith (P&S letter dated 7/19/08).
- B-16: If the applicant continues to propose the option for on-site laundry facilities, he will need to prove that the project has access to an adequate water supply to serve this high demand water use as identified in mitigation measure WR-1.
- B-17: Additional discussion regarding flooding and drainage has been added to the Geology/Drainage section of the Addendum.
- B-18: Solid waste generation is discussed in the Public Services section of the Addendum. The discussion identifies the estimated increase in solid waste generated by the project (79 tons per year), acknowledgement that the increase is less than the adopted threshold of significance (196 tons per year), and identification of two mitigation measures to reduce the volume of solid waste disposed of in local landfills.
- B-19: Staff concludes that the Addendum, taken in context with the Camino Real EIR, does provide adequate information for a decision on the impact of this project.

September 20, 2008



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

Attn.: Steve Kolwitz, Senior Planner

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

INTRODUCTION

C-1

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

PROJECT DESCRIPTION

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

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

FINDINGS

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



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

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

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

C-3

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

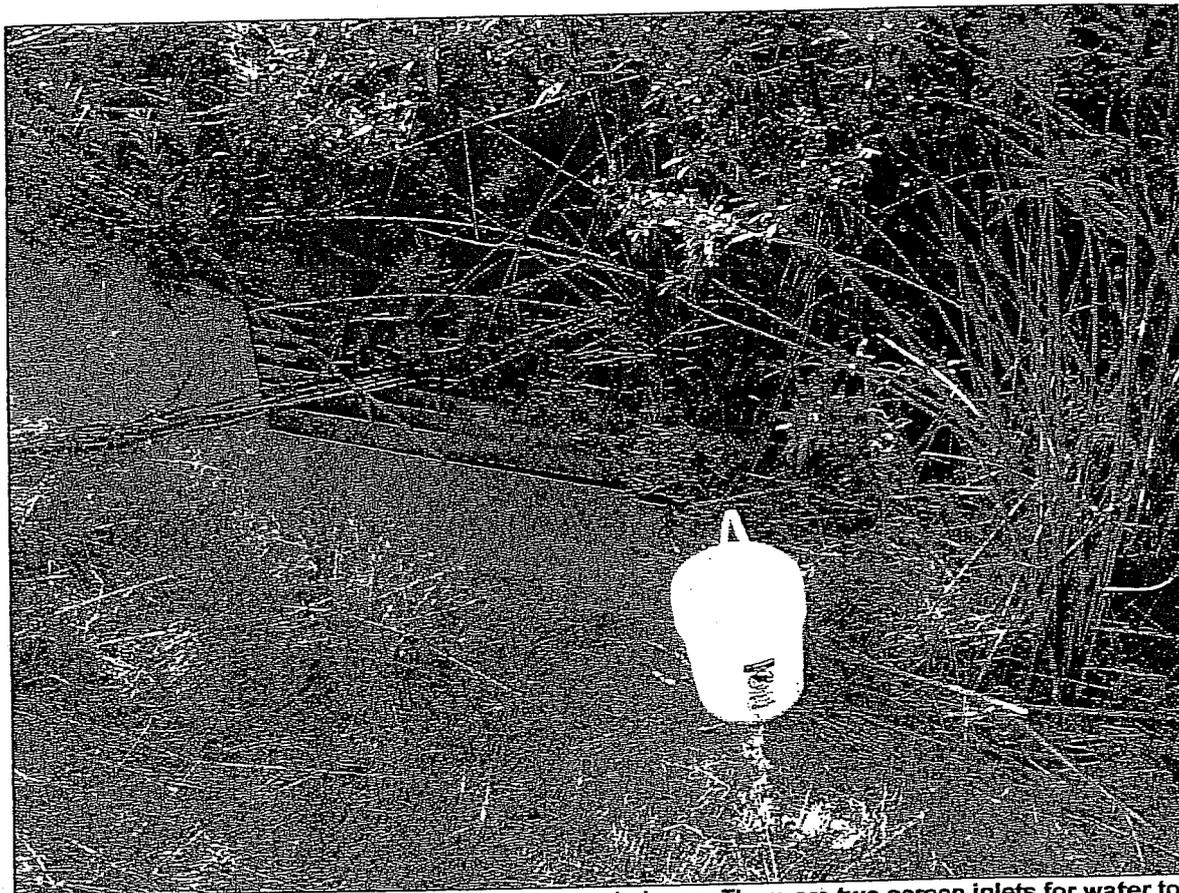


Figure 2-Biofiltration Basin shows the heavily wooded area. There are two screen inlets for water to enter the storm drain that drains the area. There is an upper grate to the left of the photo and a lower grate. Note the clogging of the lower grate by heavy vegetation. Note the 5-gallon bucket for scale.

C-4

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



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

C-5

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



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

C-6

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

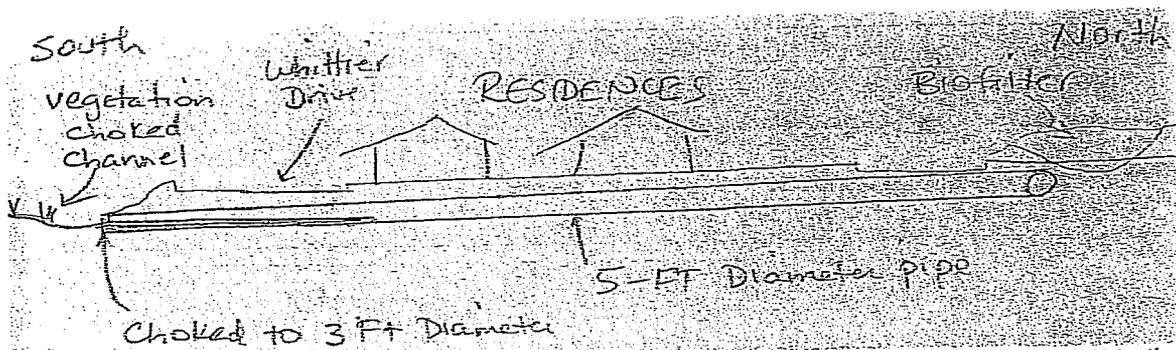


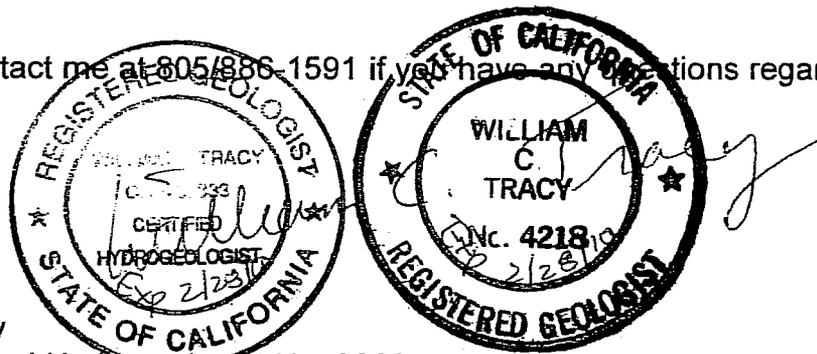
Figure 5-Cross-Section thru storm drain discharge point. The section shows water is pounded in the pipe because excessive soil and vegetation, and causes a mosquito-rich environment.

CONCLUSIONS AND RECOMMENDATIONS

- C-7 1. It is recommended that the project not be approved. The applicant proposes to hook-up to a storm drain system that has not been maintained. The storm drain channel south of Whittier Drive where this project would discharge is choked with mud and vegetation. The measurements indicate that forty percent of the pipe's capacity is clogged with mud.
- C-8 2. The ponded water here is home to hundreds of breeding mosquitoes. The water is backed-up into the pipe a hundred feet or more to beneath nearby residences. This habitat for mosquitoes is a hazard to the community given the threat of West Nile Virus.
- C-9 3. The biofilter located upstream is not controlling sediment to the lower area below Whittier Drive. There is clogging of the lower grate by heavy vegetation in the biofilter. The City environmental document indicates it was originally designed to contain a 100-year flood event. However, the document does not discuss: when the basin was previously cleaned-out, what is the basin's maintenance schedule, and what agency is responsible for its management?
- C-10 4. The City should hire a registered civil engineer or geologist who specializes in hydraulics to evaluate the performance of the existing flood control system.
- C-11 5. The City may need a permit from UC Santa Barbara who owns the property along Whittier Drive where the 5-foot diameter storm drainpipe and drainage channel is located.

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

Sincerely,



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

Letter C- Bill Tracy Letter dated September 20, 2008

- C-1: Comment noted. The City of Goleta Community Services staff has evaluated the existing setting and the existing and proposed flood water conveyance facilities for the proposed project.
- C-2: Community Services is aware of the potential for flooding and water-related pests/viruses in the project area. While the concerns are pre-existing and outside the scope of the project and the areas of concern are technically located outside the City of Goleta's city limits, the City of Goleta is working with County Flood Control, Vector Control and other responsible agencies to address the problems the author describes.
- C-3: Per email from K. Schizas (10/08/08), as part of the general maintenance of the shopping center, Camino Real Marketplace staff monitor and maintain the private storm water and storm drain system. The storm water system consists of drop inlets and catch basins located throughout the shopping center. Fossil filters are installed at each drainage structure inlet and act as a first line of defense in treating high concentrations in low storm flow run off. All storm water collected from within the Marketplace discharges into the fore-bay of the bio-swale which additionally treats low flow storm water. The bio-swale, located south of Santa Felicia Road, drains into the Natural Area (in Girsh Park) where it is further treated and detained before leaving the property via an outlet structure just north of Phelps Road. The bottom of the basin in the Natural Area sits approximately two feet below the opening to the outlet structure, providing the necessary detention capability.

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

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

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

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

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

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

C-7: The maintenance and drainage issues identified are not a result of the Camino Real drainage infrastructure design or maintenance. In addition, the proposed project design would contribute a negligible increase in peak stormwater flows to the identified storm drain system and therefore would not result in or contribute significantly to flooding impacts.

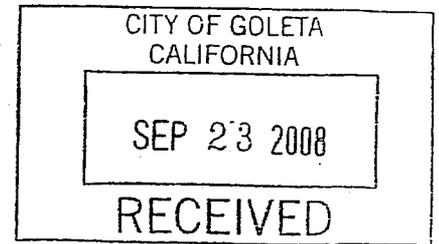
C-8: The project would not contribute to this situation. However, Community Services staff is aware of this issue and is coordinating with appropriate agencies to remedy this situation as soon as possible, separate from processing of the CR Hotel project.

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

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

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

September 20, 2008



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

Attn.: Steve Kolwitz, Senior Planner

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

INTRODUCTION

D-1

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

PROJECT DESCRIPTION

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

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

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D-2

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

D-3

1. When the basin was last cleaned-out
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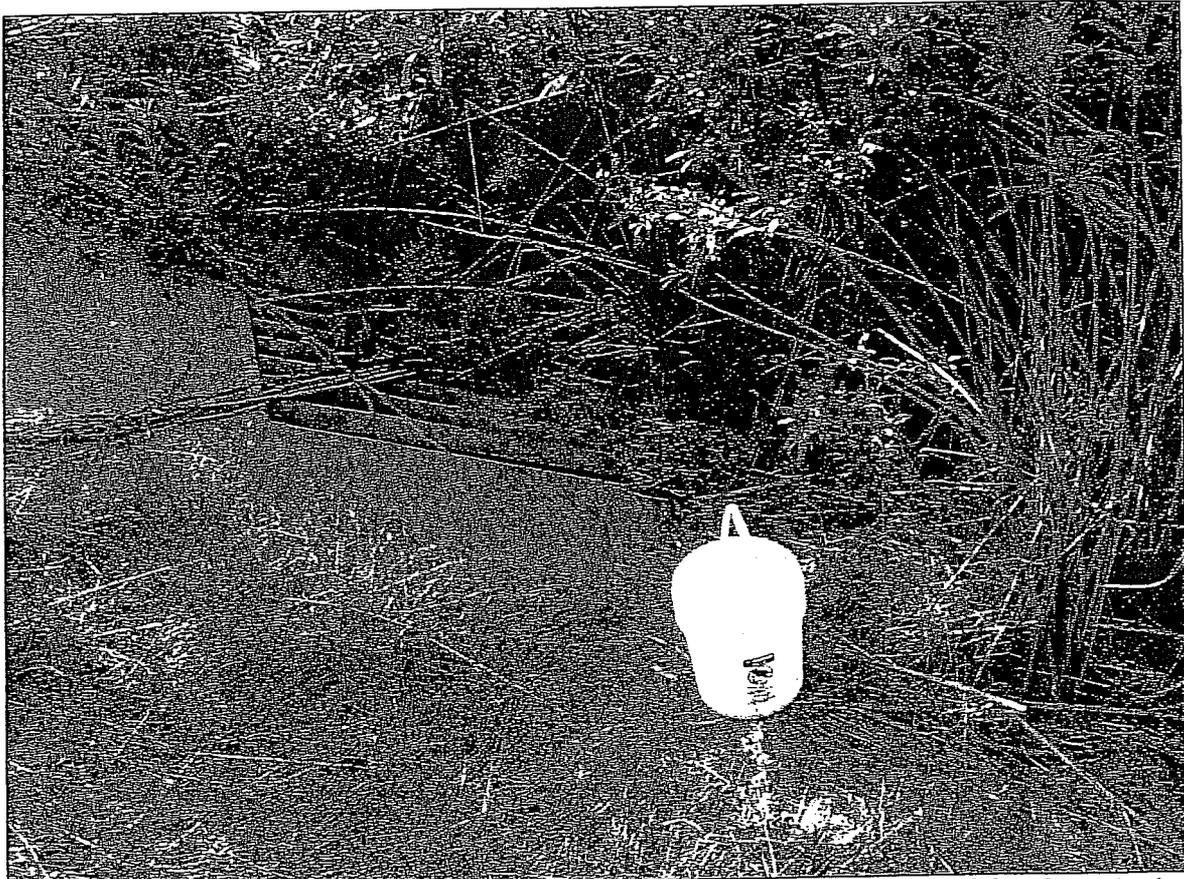


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D-4

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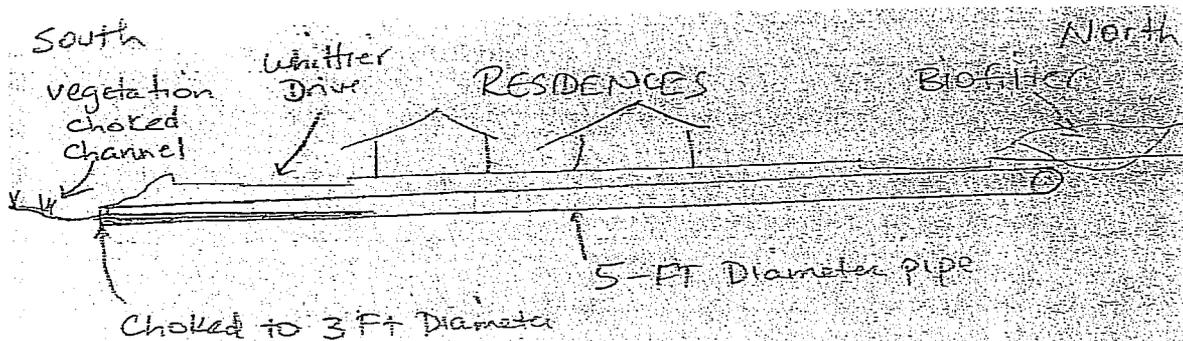
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Sincerely,

Linfield Neighborhood Property Owners:

Name LESUE EMMENS

Address 483 LINFIELD PL #A

Name _____

Address _____

Letter D- Emmens Letter dated September 20, 2008

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

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

Letter E- Wittman Email dated September 7, 2008

E-1: Comment noted.

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

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

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

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

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

From: r Wittman@arthistory.ucsb.edu [mailto:r Wittman@arthistory.ucsb.edu]

Sent: Sunday, September 07, 2008 2:11 PM

To: Scott Kolwitz

Subject: Camino Real Hotel

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

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

E-3 With UCSB's new and expanded housing along El Collegio, traffic along Hollister and Storke roads will soon be choked even worse than they are already. The air quality around Storke/Hollister is already often unpleasant, particularly in summer, the noise levels are high, and the whole Storke-Hollister area is already visually overloaded with unattractive parking lots and signage. No matter how many red tile roofs and faux-mission style walls are built, commercial establishments on this scale are just not attractive - this is, after all, why Santa Barbara won't allow them, and prefers to see them offloaded in our town.

E-4 This project in particular would bring the blight another important step closer to the residential areas to the south, which until now have been grateful for the buffer that keeps the commercial areas at a bit of a distance.

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

Thank you,

Richard Wittman

Richard Wittman, Ph.D.

Associate Professor

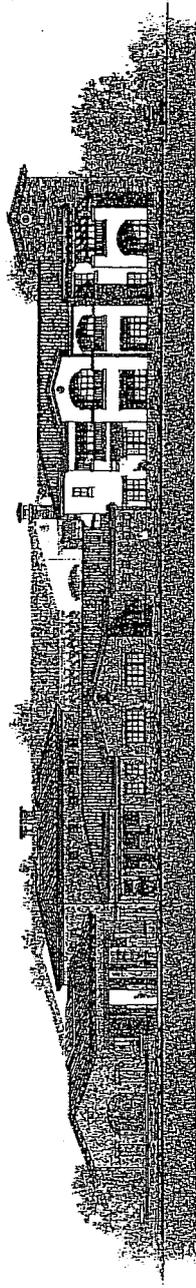
Department of the History of Art & Architecture Arts 1234, University of California Santa Barbara, California 93106-7080

Telephone: 805/893-8710 Fax: 805/893-7117

http://www.arthistory.ucsb.edu/index.php?option=com_content&task=view&id=115&Itemid=196

ATTACHMENT 5

Reduced Project Plans dated May 21, 2008



CAMINO REAL HOTEL

Goleta, California

RECEIVED

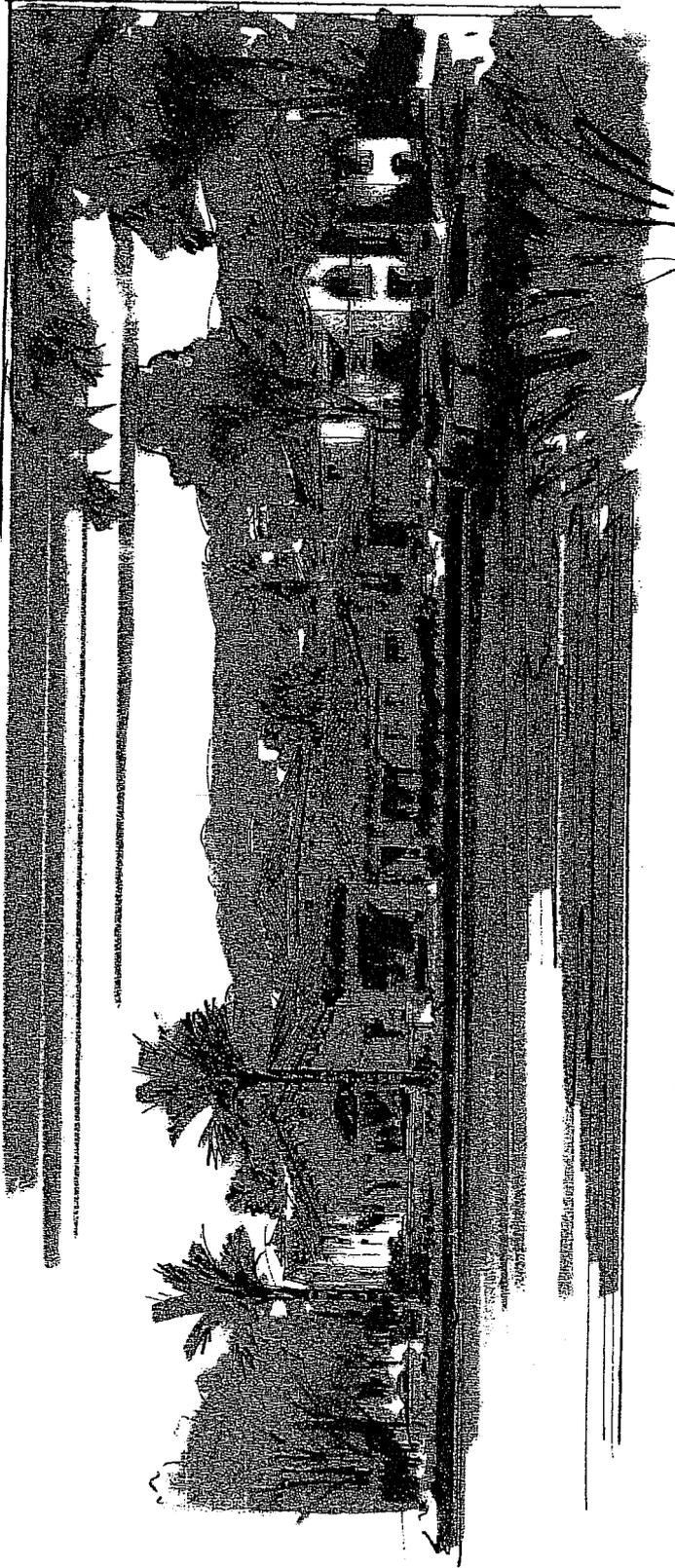
MAY 21 2008
CITY OF Goleta
Planning & Environmental Svcs.

OWNER:
WYNNMARK
SANTA URBANA, CA

ARCHITECT:
LEE & SAKALARA ARCHITECTS, AIA, INC.
18842 VON KARMAN AVENUE, SUITE 300
IRVINE, CA 92618

lee & sakalara

ARCHITECTS, AIA
SAN FRANCISCO, CA



CONCEPTUAL RENDERING FROM STORKE ROAD

RECEIVED

FEB 21 2009

City of Goleta
Planning & Environmental Svcs

CAMINO REAL HOTEL GOLETA, CALIFORNIA

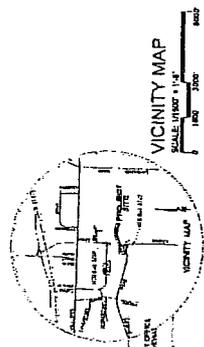
CAMINO REAL III, LLC.

CONCEPTUAL
RENDERING
FROM STORKE ROAD



LEE & SAKAHARA
ARCHITECTS AIA
ARCHITECTURAL FIRM LICENSE NO. 10000
10000
10000
10000

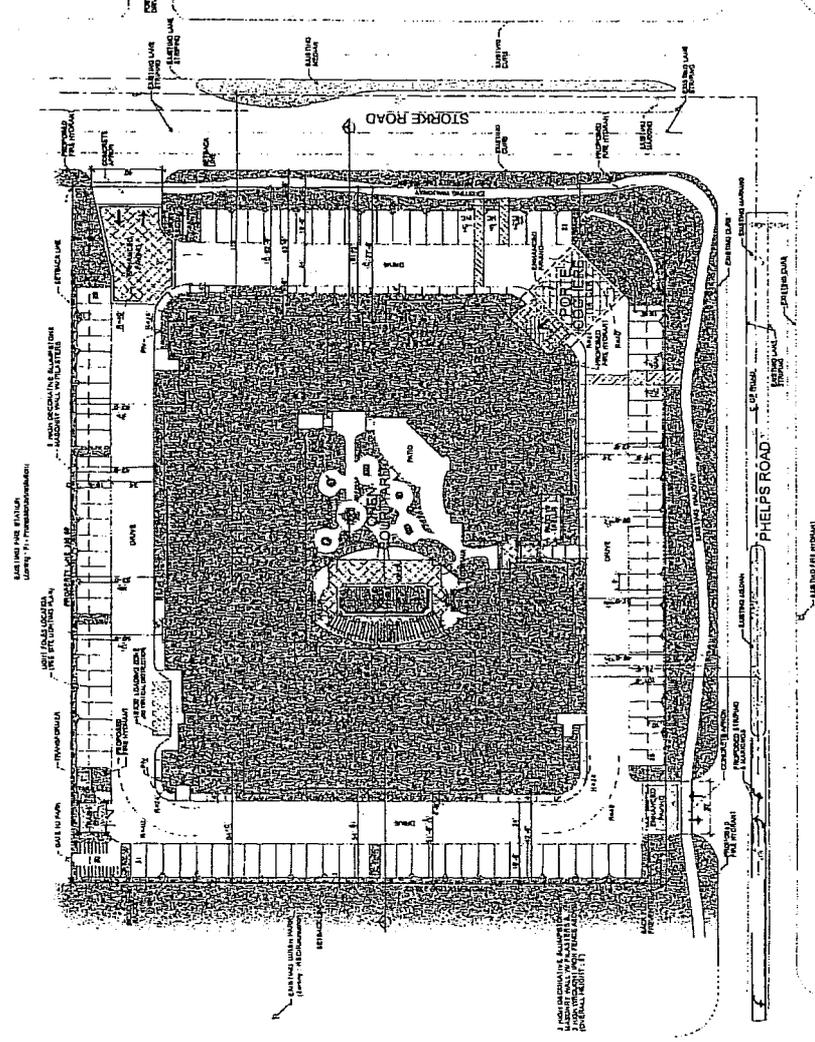
Y7024 05-20-08



VICINITY MAP
SCALE 1/8" = 100'

PROJECT DATA

1. PORTABLE (HOLLOW) AREA:
AREA: 10,000 SQ. FT.
TYPE: CONCRETE SLAB ON GRADE
2. NON-FULL AREA (DECK, BALCONY):
AREA: 1,000 SQ. FT.
TYPE: CONCRETE SLAB ON GRADE
3. FLOOR AREA:
TOTAL FLOOR AREA: 100,000 SQ. FT.
TOTAL NON-FULL AREA: 11,000 SQ. FT.
4. BUILDING COVERAGE:
AREA: 10,000 SQ. FT.
5. FLOOR AREA (GROSS):
AREA: 111,000 SQ. FT.
6. UNDEVELOPED AREA:
AREA: 88,900 SQ. FT.
7. ZONING CLASSIFICATION (SEE TABLE 3-4):
R-1
8. TYPE OF CONSTRUCTION:
NEW CONSTRUCTION
9. PARKING:
TOTAL SPACES: 100
10. ACCESSIBLE PARKING SPACES:
TOTAL SPACES: 100
11. LOT SUMMARY:
TOTAL AREA: 100,000 SQ. FT.
TOTAL FLOOR AREA: 111,000 SQ. FT.
TOTAL UNDEVELOPED AREA: 88,900 SQ. FT.
12. REQUIRED SETBACKS:
FRONT: 10 FT.
SIDE: 5 FT.
REAR: 10 FT.



SETBACK NOTES:
 ☉ = Closest to property line
 Ⓢ = Intermediate to property line
 ⊞ = Farthest from property line

CAMINO REAL HOTEL
 CASE # 07-208-DP
 GOLETA, CA

PREPARED BY:
 CAMINO REAL, LLC
 10000 CAMINO REAL, SUITE 100
 GOLETA, CA 93025
 TEL: 805.340.1111
 FAX: 805.340.1112

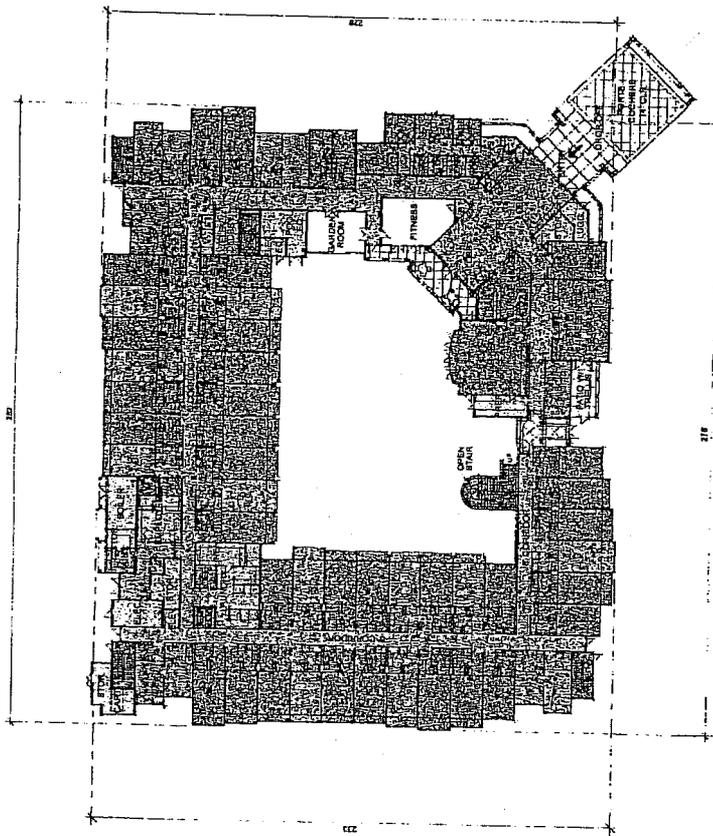
DESIGNED BY:
 J. FUJICO
 10000 CAMINO REAL, SUITE 100
 GOLETA, CA 93025
 TEL: 805.340.1111
 FAX: 805.340.1112

DATE: 08/15/07

SCALE: 1/8" = 100'

SHEET: A-1

TITLE: SITE PLAN



CAMINO REAL HOTEL
GOLETA, CA

1st FLOOR PLAN
SCALE: 1/8" = 1'-0"

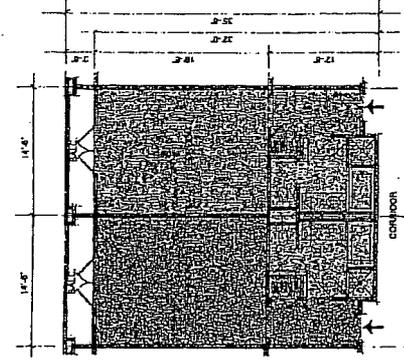
DATE: 07-2018-DP
46 EDWARDS ROAD
GOLETA, CA

ARCHITECT: **LEE R. SAUNDERS**
ARCHITECTS AND INTERIORS, INC.
1000 S. GARDEN ST. #100
GARDEN CITY, CA 94014
TEL: 805.461.1111
WWW.LRSI.COM

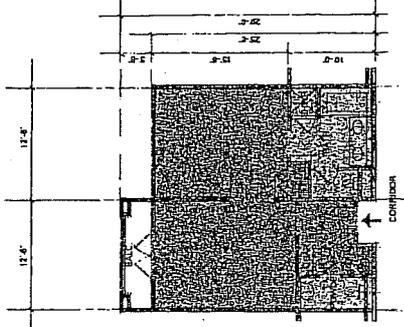
OWNER: **CAMINO REAL, LLC**
1000 S. GARDEN ST. #100
GARDEN CITY, CA 94014
TEL: 805.461.1111
WWW.CAMINO.COM

DATE: 07-2018-DP

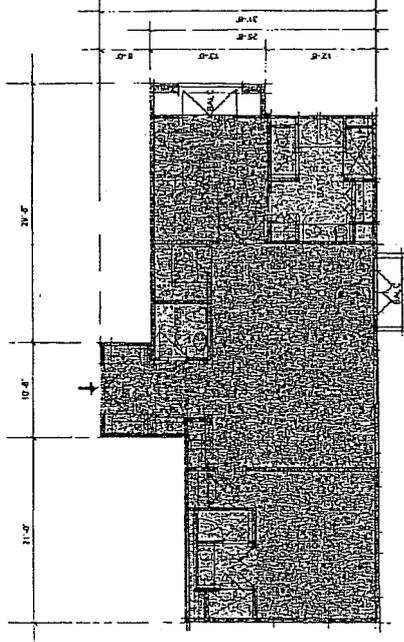
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JUNIOR SUITE:
DOUBLE QUEEN UNIT
(484 SF.)

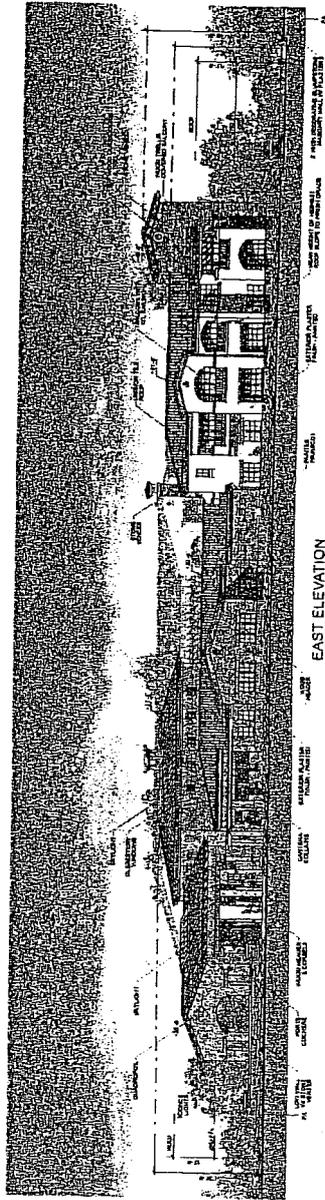


TWO-BAY SUITE:
KING UNIT
(639 SF.)

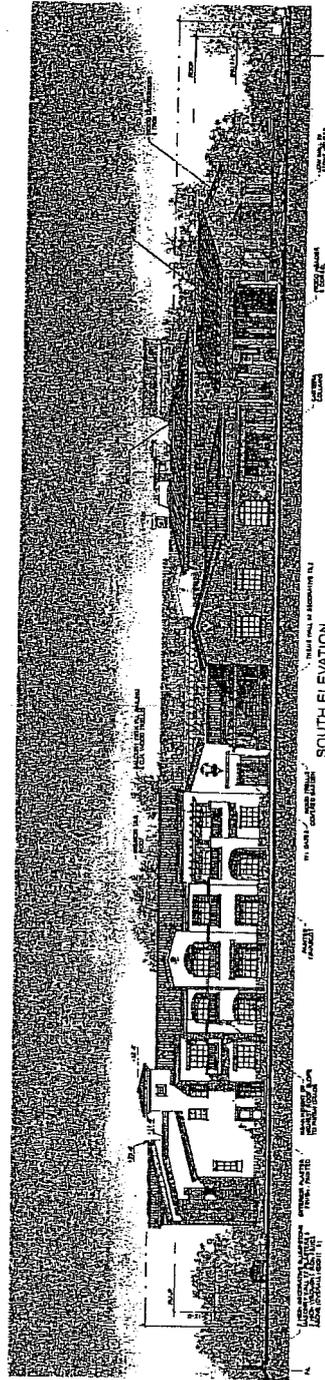


PRESIDENTIAL SUITE:
(1,445 SF.)

CAMINO REAL HOTEL CASE # 07-208-DP GOLETA, CA		SUITE TYPES	
CAMINO REAL LLC 1000 Camino Real Suite 1000 Goleta, CA 93041 (805) 961-1111 (805) 961-1112	FUSCOE 1000 Camino Real Suite 1000 Goleta, CA 93041 (805) 961-1111 (805) 961-1112	LEE & SAKAHARA ARCHITECTS AIA 1000 Camino Real Suite 1000 Goleta, CA 93041 (805) 961-1111 (805) 961-1112	SCALE: 1/4" = 1'-0" DATE: 11/11/07 SHEET: A-5 TOTAL SHEETS: 10



EAST ELEVATION



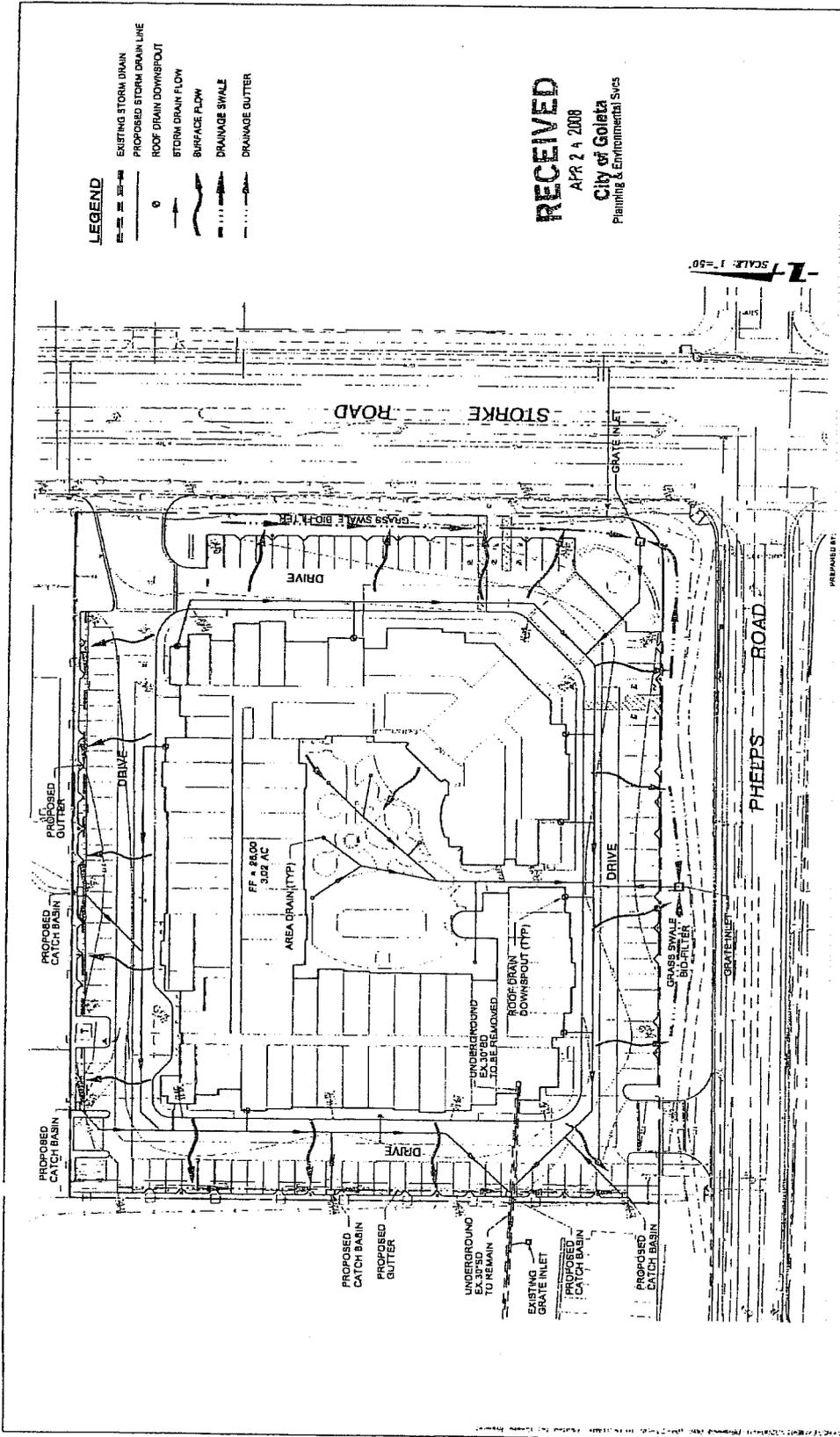
SOUTH ELEVATION

CAMINO REAL HOTEL CASE # 07-208-DP 401 STORERS ROAD GOLETA, CA		ELEVATIONS SCALE: 1/8" = 1'-0" DATE: 11/15/07 SHEET: A-8	
ARCHITECT LEE & SAHARA ARCHITECTS AIA 1000 W. UNIVERSITY AVE. #100 PASADENA, CA 91106-1508		OWNER CAMINO REAL LLC 1000 W. UNIVERSITY AVE. #100 PASADENA, CA 91106-1508	
DATE 11/15/07		PROJECT CAMINO REAL HOTEL	
DESIGNER LEE & SAHARA ARCHITECTS AIA		DATE 11/15/07	
SCALE 1/8" = 1'-0"		DATE 11/15/07	

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

RECEIVED
 APR 24 2008
 City of Goleta
 Planning & Environmental Svcs

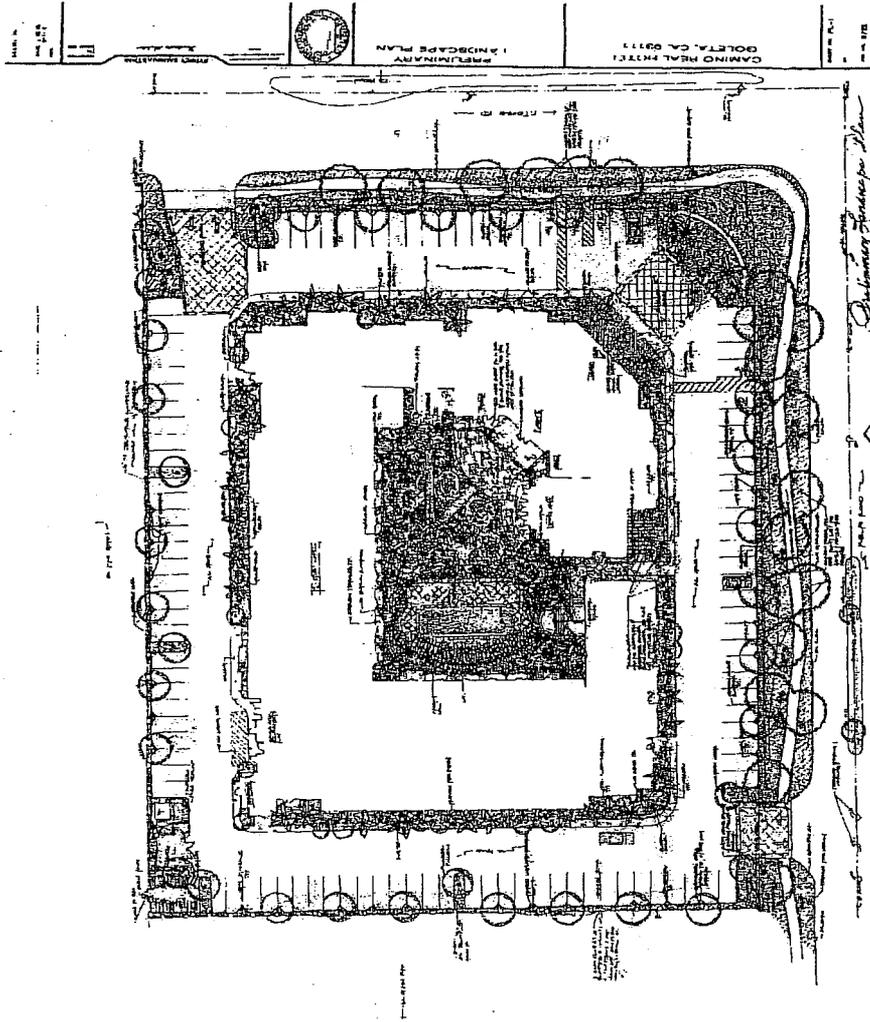
SCALE: 1"=50'



DATE: 04/21/08
 SHEET: 1 of 1

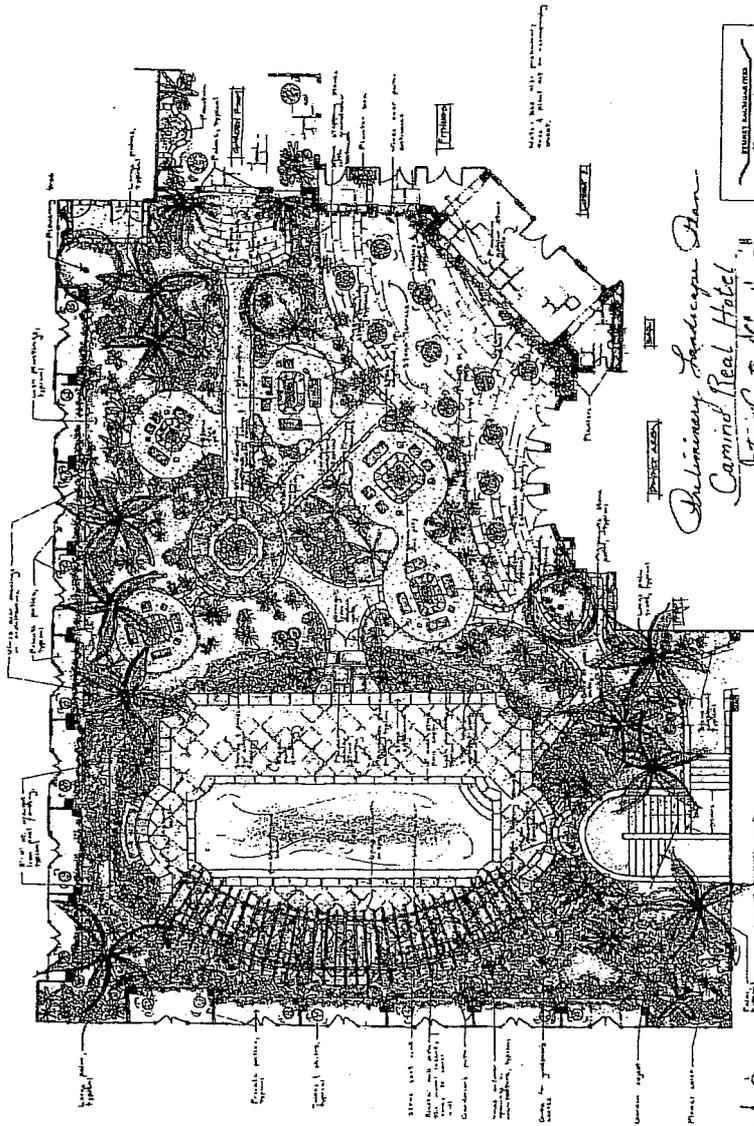
FUSCOE
 ENGINEERS
 11744 Calle Arroyo, Suite 100
 San Diego, CA 92130
 TEL: (619) 444-1111 FAX: (619) 444-1113
 ZDB NO. 88721

DRAINAGE EXHIBIT
 CAMINO REAL HOTEL
 401 STORKE ROAD
 GOLETA, CA



Outgoing Studies for Plans
 Camino Real Hotel
 and Casino
RECEIVED

MAY 2 2008
 City of Goleta
 Planning & Environmental Svcs.



*Dulinary Landscape Plan
Camind Peal Hotel
Sutaini Court 10-1-07*

STANDARD ARCHITECTURE
Landscape Architects
1022 W. 10th Street, Suite 100
Anchorage, Alaska 99501
Tel: 907.561.1111

A.S.
10.10.07
E.S.V. 11.11.07

PL-2

ATTACHMENT 6

General Plan Policy Consistency Analysis

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

Land Use Element

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

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

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

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

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

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

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

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

LAND USE ELEMENT, ALLOWABLE USES TABLE:

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

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

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

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

The floor area ratio (FAR) for the proposed CR Hotel would be 56.1%, with a building coverage of 32.3%. The proposed mean height of the structure is 32 feet, roof heights range from 13.5 to 35 feet, and proposed tower peaks are 38 and 40 feet. The *Recommended Building Intensity Standards* in the Table 2-2 of the General Plan identify a maximum FAR of 0.40 and a maximum height of 25 feet for the Community Commercial (C-C) land use designation.

Although the project size, footprint and height are consistent with Zoning Ordinance requirements, including maximum height of 35 feet and maximum height of 50 feet for towers, the proposed project exceeds the *recommended* building standards in General Plan Land Use Table 2-2. Table 2-2 was recently amended regarding FAR and height limitations. The standards are now identified as *Recommended Standards for Building Intensity* and the standards (including 0.40 FAR and 25-foot height limit in the C-C land use designation) may be exceeded based on a "good cause" finding. Language was also added to the General Plan glossary to address "good cause" in this context:

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

The DRB first reviewed the project on April 8, 2008. At that time, the DRB expressed concern with the height of the northeast tower. In response to comments received at the first DRB meeting, the applicant revised the project plans, including reducing the height of this tower. DRB reviewed the revised project plans on May 28, 2008 and found no further issue with the hotel's proposed FAR or height. Further, because substantial landscaping within the Phelps Road right-of-way will be installed and maintained by the hotel, the effective size of the hotel as viewed from surrounding streets, within all of the "site's" landscaped area, may appear smaller than is indicated by the FAR calculation (which excludes all right-of-way area, even if such areas are landscaped).

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

Open Space Element

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

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

Conservation Element

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

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

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

Consistent: The site includes a 0.03-acre degraded seasonal wetland. The removal of this isolated wetland is made clear on the 96-EIR-3 and Specific Plan's maps, which indicate the hotels' footprint would be located over this wetland area. The mitigation to address removal of this isolated, degraded wetland was the same as for the removal and replacement of wetlands throughout the entirety of the development. Following 96-EIR-3's certification and the Specific Plan's approval, an Army Corps of Engineers Section

404 permit and a grading permit were subsequently issued (December 11, 1997 and December 30, 1997, respectively) that included grading over wetlands, including the 0.03-acre degraded seasonal wetland located on-site. 96-EIR-3 and the Specific Plan contained mitigation measures to replace wetlands on a 2:1 ratio as a part of the project. The developer however went above and beyond their required mitigation by creating 1.02-acres of new wetlands elsewhere within the Specific Plan and by enhancing 0.82-acres of wetlands in Isla Vista (see the Camino Corto Wetland Restoration Plan 1997) by a rate of 5:1. The project is consistent with this policy because the wetland area is small and isolated, the removal of the 0.03-acre wetland was intended and approved as part of the Army Corps permit, and the applicant has already mitigated the loss of this wetland by restoring wetlands offsite as part of Camino Real Specific Plan Phase I development activities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Safety Element

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Visual and Historic Resources Element

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

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

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

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

- g. Revegetation of disturbed areas.*
- h. Limitations on the use of reflective materials and colors for roofs, walls (including retaining walls), and fences.*
- i. Selection of colors and materials that harmonize with the surrounding landscape.*
- j. Clustering of building sites and structures.*

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

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

Consistent (Policies VH 1.1 and 1.4). These policies are intended to protect the City's scenic resources, as defined in Policy VH 1.1 of the General Plan, public views of the mountains and foothills, public views of open space, and natural landforms. The site is surrounded by existing development on all but the west side of the property. Girsh Park is located immediately west of the project site. Views immediately beyond the project site to the north are dominated by the existing Fire Station and the Camino Real Marketplace regional shopping center. The proposed hotel could interrupt intermittent background

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The parking lot design complies with circulation requirements for emergency vehicles and sufficient parking has been provided as indicated in Attachment 7 (Inland Zoning Ordinance Consistency Attachment) to the staff report for the February 3, 2008 City council hearing. Because peak parking demand for the hotel may overlap with peak

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

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

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

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

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

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

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

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

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

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

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

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

Transportation Element

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Consistent (Policies TE 9.1, 9.2, 9.5 and 9.7). These policies regulate parking. The project provides slightly more parking spaces than are required by the Zoning Ordinance. The provision of excessive parking is not encouraged by City policies. However, the proposed minor increase over minimum ordinance standards (110 spaces versus 103 required by ordinance) could be beneficial with regard to ensuring neighborhood compatibility, given the potential for the hotel's peak parking periods to coincide with peak parking periods for the adjacent park and sports fields and/or peak parking periods for the residential neighborhood. Given the site's location, abutting a residential neighborhood and highly used park, it is especially important that there is sufficient parking capacity on the hotel site to avoid spill-over of hotel related vehicles into the adjacent park's parking lot or onto residential streets. Project conditions require all exterior lighting, including parking areas, to utilize dark-sky fixtures and to include

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

Public Facilities Element

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

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

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

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

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

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

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

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

Noise Element

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

NE 3.3 Consultation with ALUC Staff and City of Santa Barbara Staff. [GP]

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

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

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

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

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

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

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

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

Housing Element

HE 3.2 Mitigation of Employee Housing Impacts from Nonresidential Uses.

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

Consistent. At this time, the City has not yet developed a program for assessment of affordable housing impact fees on new non-residential development. Absent a City program, options that may be considered include average rates currently used by other California jurisdictions. Some jurisdictions have adopted rates for hotels and restaurants using a per square foot fee amount. The rates fluctuated greatly; valuing contributions to affordable housing is largely dependent upon community values, affordable housing, and construction. Decision makers should refrain from the comparability of any city to Goleta and rather use this data to consider an appropriate average. The rates are as follows:

	Hotel Rate	Applicable Fee
San Diego	\$0.64	\$47,250
Pleasanton	2.57	189,738
Santa Monica	4.91	362,496
Walnut Creek	5.00	369,140
Oakland	12.91	953,120
Average	5.20	383,906

Applying the average factors from the above generation rates, resulting in an in-lieu fee of \$383,906, would result in consistency with this Housing Element policy.

Camino Real Specific Plan Development Standards:

The project site is identified as the visitor-serving component of Camino Real Specific Plan. The purpose of this component is to provide short-term overnight accommodations for travelers. Subject to approval of the Specific Plan Amendment to Camino Real Specific Plan development standard CRSP LU-23 to increase the maximum number of hotel rooms from 50 to 99 rooms, the project, as conditioned, is consistent with the CRSP development standard requirements, including those that address project architecture, landscaping, lighting, trash enclosures, loading areas, access design onto Storke and Phelps Roads, and streetscape treatments. The project incorporates common design features, such as Mediterranean architecture, colors and landscaping that are similar to the adjacent CR Marketplace to the north, while incorporating more residential architectural features into the hotel’s design (e.g., greater architectural detail, varied rooflines, balconies, etc.). This allows the site to successfully function as a

transitional structural development and land use between the regional shopping center, including “big box” stores, to the north, additional commercial and service industrial structures to the east, recreational facilities to the west, and multi-family residential structures to the south and southeast. In addition to rough grading of the entire Specific Plan area, a number of components, required by CRSP Development Standards, were installed when the CR Marketplace was constructed in the late 1990’s. These components include public roadway and right-of-way improvements, perimeter landscaping, meandering sidewalks, bikepaths, under-grounding of utilities, and passive and structural drainage features. The proposed project is consistent with the Specific Plan, subject to approval of the amendment to LU-23, which would increase the maximum number of hotel rooms to 99 rooms.

ATTACHMENT 7

Zoning Ordinance Consistency Analysis

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

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

	Required	Proposed	Consistent Y/N
Parking spaces	<p>1 space per guest room</p> <p>1 space per 5 employees</p> <p>A total of 103 parking spaces are required</p> <ul style="list-style-type: none"> • A total of 99 spaces for guest rooms • A total of 4 spaces for a maximum of 18 employees onsite at one time 	110 parking spaces, of which 5 parking spaces would be ADA compliant	Yes
Loading Zone	<p>1 loading space 10 x 30 feet wide with 14-foot overhead clearance</p> <p>Lading Space shall not be located in front or side yard</p> <p>Such space shall be designed so that it will not interfere with vehicular circulation, parking, or pedestrian circulation</p>	<p>1 loading space 10 feet by 30 feet wide with 14-foot overhead clearance</p> <p>Loading space located outside of front and side yard</p> <p>Loading space located outside vehicular and pedestrian circulation patterns and does not conflict with parking</p>	Yes
Internal Drive Aisle	<p>43.5 feet from curb to curb</p> <p>24-foot minimum aisle width per Fire Department</p>	<p>43.5 feet from curb to curb</p> <p>24-foot aisle width</p>	Yes

	Required	Proposed	Consistent Y/N
Landscaping	<p>Screening: 5-foot wide strip, planted to screen the parking area or 4-foot high minimum solid fence or wall. Planting, fences or walls abutting streets shall not exceed 30 inches in height for a distance of 25 feet on either side of entrances or exits to the property.</p> <p>Trees, shrubbery, and ground cover to be provided at suitable intervals to break up the continuity of the parking area. Planting islands shall be protected from automobile traffic by either asphalt or concrete curbs.</p>	<p>3-foot wide landscaped strip</p> <p>6-foot high solid wall with pilasters on north property line.</p> <p>6-foot high wall (3-foot solid, 3-foot wrought iron) with pilasters on west property line.</p> <p>Trees to be planted every 4 parking spaces.</p>	Yes
Landscaping	All ends of parking lanes shall have landscaped islands.	All parking lanes but one in the northwest corner have landscaped islands	Yes
Storage (trash)	Areas for trash or outdoor storage shall be enclosed and screened in to conceal all trash or stored material from public view	Trash and recycling screened enclosure proposed	Yes
F (APR) Overlay Approach Zone	Refer to Airport Land Use Commission for determination of consistency with the Airport Land Use plan	Airport Land Use Commission (ALUC) considered the project on November 4, 2008 at a public hearing	Yes SBCAG (acting as ALUC) letter dated November 5, 2008 includes determination of consistency with the Airport Land Use Plan

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

- Modification to allow 28 parking stalls to be located within the front yard setback along Phelps Road. Section 35-262.2 of Article III requires parking to be located outside of the front yard setback;

Twenty-eight parking stalls are located nine feet into the front yard setback along Phelps Road. This modification is justified in this location due to the location of the right-of-way line in relation to the paved width of Phelps Road. Thirty feet (30') of the right-of-way is located between the curb and the project's south property line. This 30 feet is comprised of landscaping and a meandering sidewalk, and is maintained by the project applicant. This area serves as a 30-foot landscaped setback, far exceeding the 10 feet that is required by the zoning ordinance. In addition, when adjacent Girsh Park was developed, the Phelps Road right-of-way on the north side of the street (extending from Storke Road and along the park frontage) was to be relinquished to the property owner. Substantial conformity determination case number 95-DP-026 SC01 specifically approved *not* widening Phelps Road to four lanes and, at that time, supported abandonment of a 34-foot wide strip of right-of-way, although the abandonment was never effectuated.

November 5, 2008

Mr. Steve Chase
Director of Planning and Environmental Services
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Re: Camino Real Hotel Consistency Determination

Dear Mr. Chase,

The City of Goleta referred the Camino Real Hotel project to SBCAG for consistency determination with the Airport Land Use Plan on September 5, 2008. SBCAG had 60 days (until November 4, 2008) from the date of referral to make the consistency determination of the proposed action.

On October 16, 2008, the SBCAG Board acting as the Airport Land Use Commission for the County of Santa Barbara reviewed the project and took no action. According to the Public Utility Code 21676(d), "If a (the) commission fails to make a determination within that period, the proposed action shall be deemed consistent with the commission's plan." Therefore the Camino Real Hotel project is deemed consistent with the ALUP as of November 4, 2008 by operation of law.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Michael G. Powers
Deputy Director

CC: Ron Bolyard, Caltrans Division of Aeronautics
Karen Ramsdell, Santa Barbara Municipal Airport

\\SBCAG\ping\ALUC\Camino Real Hotel\CRHotel Rev Plan & Addendum\Goleta letter on CRH Determination.doc

ATTACHMENT 8

Goleta Growth Management Ordinance, Section 8.2 (Award of Points)

**CAMINO REAL HOTEL PROJECT (07-208-DP)
GROWTH MANAGEMENT POINT ALLOCATION
401 Storke Road; APN 073-440-019**

The project involves a 99-room hotel located at the northwest corner of Storke and Phelps Roads. The project will be considered by the Planning Commission on November 10, 2008. The following points under the Goleta Growth Management Point Criteria are assigned:

<u>CRITERIA</u>	<u>MAXIMUM POSSIBLE POINTS</u>
A. The applicant proposes improvements to Transportation facilities identified in the Goleta Transportation Improvement Plan (GTIP) capital improvements list, over and above the payment of traffic mitigation fees or completion of required improvements in lieu of fees, and such improvements:	
1) Improve the V/C ratio by at least 0.05 at intersections presently operating at LOS D or worse	4 points per intersection (no points assigned)
2) Improve the V/C ratio by at least 0.02 at intersections presently operating at LOS D or worse	2 points per intersection (no points assigned)
3) Provide alternative transportation or pedestrian improvements (e.g. bus turn outs, bicycle facilities) identified in the GTIP	1 – 4 points (3 points assigned¹)
B. The development will provide neighborhood serving uses (e.g. dry cleaners, small markets, drug stores) on lots zoned C-1, Limited Commercial, and CN, Neighborhood Commercial, in areas underserved by neighborhood commercial uses.	1 – 3 points (no points assigned)

¹ The project will have bicycles available for hotel guests for both commuting to UCSB and area businesses and for recreational/athletic purposes. Bicycle storage and shower facilities will also be available to facilitate bicycle use by hotel employees. Guest shuttle bus service will be provided (e.g., for transport to and from the Santa Barbara Airport, Goleta Amtrak station, UCSB, etc.). The project will improve the bus stop on Phelps Road, across the street from the hotel and pedestrian access to the adjacent park will be provided at the western property line. Therefore, three points are assigned for facilitating alternative modes of transportation and pedestrian improvements.

- C. The project is located in the MR-P or PI zoning district and includes commercial service uses that are subordinate to the principally-permitted uses that meet the day-to-day needs of employees in the immediate vicinity (e.g. banks, restaurants, cleaners, day care, etc). 1 – 3 points
(no points assigned)
- D. In addition to required dedications and payment of development impact fees, the project contributes substantially to the development of onsite or offsite public services or improvements to public facilities that benefit Goleta, including recreational facilities, day care centers, creek protection or flood management improvements, or substantial contributions to a Goleta open space acquisition fund. 1 – 4 points
(no points assigned)
- E. The project provides environmental and/or design benefits on the project site over and above the minimum requirements of the Zoning Code, including but not limited to, clustering with open space preservation, onsite habitat restoration or enhancement, parking to the rear of structures, enhanced architectural detailing and articulation of structures, variation in building height and wall planes, enhanced finish materials, enhanced landscaping to break up building mass or expanses of parking, enhanced energy efficiency and/or use of alternative energy sources, and use of “green” building standards. 1 – 5 points
(4 points assigned²)
- F. The project is located within the Goleta Old Town 5 points

² The project incorporates bio-swales into the landscape plan to filter stormwater runoff from impervious surfaces onsite and to reduce peak flow rates during storm events, thereby improving water quality and minimizing effects on local drainage facilities. The applicant is proposing use of resistant insulation, dual paned windows, and efficient water heating in an effort to consume 15% less energy than a comparable, minimum-standard, California Energy Commission standard hotel and is proposing to hire a third-party contractor to commission, or balance, the energy-consuming aspects of the hotel to ensure efficiencies are maximized. The applicant also plans to limit use of off-gassing products, to purchase hotel components constructed with recycled materials, to the extent practical and to purchase items locally. See attached LEED compliance spreadsheet for additional detail regarding “green” components to be included as part of the project. As these environmental and/or design benefits are over and above the minimum requirements of the Zoning Code, four points are assigned.

Revitalization Plan (Redevelopment) area and contributes to the redevelopment objectives set forth in the plan.

(no points assigned)

G. The project includes residential uses that are secondary to the commercial use:

(no points assigned)

- 1) Housing comprises 40% - 50% of total floor area
- 2) Housing comprises between 25% and 40% of total floor area
- 3) Housing comprises between 10% and 24% of total floor area

6 points

4 points

2 points

In order to receive points for Criterion G, mixed-use projects shall comply with the following requirements:

- 1) The project shall be a single parcel or a group of contiguous parcels.
- 2) If more than one parcel, the contiguous parcels shall either be under a common ownership or all owners shall file a joint application for planning permits.
- 3) The project shall be subject to at least one planning permit that applies to the entirety of the project and is inclusive of all parcels and all proposed development.
- 4) The residential floor area shall not exceed 50% of the total floor area proposed.
- 5) The residential development shall proceed in advance of or concurrent with the non-residential portion of the project. Building and Occupancy Permits for the non-residential portion of the development shall not be issued prior to the equivalent permits for the residential dwellings.

TOTAL POINTS ASSIGNED

7 points



LEED for New Construction v2.2 Registered Project Checklist

(Per K. Schizas: Although total points identified below do not comply with certification requirements, the applicant is committed to meeting *at least* the minimum certification requirements).

Project Name:
Project Address:

Yes ? No

3	Sustainable Sites	14 Points
----------	--------------------------	------------------

Y	Yes	?	No		Required	
				Prereq 1	Construction Activity Pollution Prevention	Required
				Credit 1	Site Selection	1
				Credit 2	Development Density & Community Connectivity	1
				Credit 3	Brownfield Redevelopment	1
				Credit 4.1	Alternative Transportation, Public Transportation Access	1
				Credit 4.2	Alternative Transportation, Bicycle Storage & Changing Rooms	1
				Credit 4.3	Alternative Transportation, Low-Emitting & Fuel-Efficient Vehicles	1
1				Credit 4.4	Alternative Transportation, Parking Capacity	1
				Credit 5.1	Site Development, Protect or Restore Habitat	1
				Credit 5.2	Site Development, Maximize Open Space	1
1				Credit 6.1	Stormwater Design, Quantity Control	1
				Credit 6.2	Stormwater Design, Quality Control	1
				Credit 7.1	Heat Island Effect, Non-Roof	1
				Credit 7.2	Heat Island Effect, Roof	1
1				Credit 8	Light Pollution Reduction	1

Yes ? No

1	Water Efficiency	5 Points
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1				Credit 1.1	Water Efficient Landscaping, Reduce by 50%	1
				Credit 1.2	Water Efficient Landscaping, No Potable Use or No Irrigation	1
				Credit 2	Innovative Wastewater Technologies	1
				Credit 3.1	Water Use Reduction, 20% Reduction	1
				Credit 3.2	Water Use Reduction, 30% Reduction	1

3			Energy & Atmosphere	17 Points
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Y			Prereq 1 Fundamental Commissioning of the Building Energy Systems	Required
Y			Prereq 2 Minimum Energy Performance	Required
Y			Prereq 3 Fundamental Refrigerant Management	Required

***Note for EAc1:** All LEED for New Construction projects registered after June 26th, 2007 are required to achieve at least two (2) points under EAc1.

1			Credit 1 Optimize Energy Performance	1 to 10
1			10.5% New Buildings or 3.5% Existing Building Renovations	1
			14% New Buildings or 7% Existing Building Renovations	2
			17.5% New Buildings or 10.5% Existing Building Renovations	3
			21% New Buildings or 14% Existing Building Renovations	4
			24.5% New Buildings or 17.5% Existing Building Renovations	5
			28% New Buildings or 21% Existing Building Renovations	6
			31.5% New Buildings or 24.5% Existing Building Renovations	7
			35% New Buildings or 28% Existing Building Renovations	8
			38.5% New Buildings or 31.5% Existing Building Renovations	9
			42% New Buildings or 35% Existing Building Renovations	10
			On-Site Renewable Energy	1 to 3
			2.5% Renewable Energy	1
			7.5% Renewable Energy	2
			12.5% Renewable Energy	3
1			Enhanced Commissioning	1
			Enhanced Refrigerant Management	1
1			Measurement & Verification	1
			Green Power	1

continued...

Yes ? No

2			Materials & Resources	13 Points
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Y			Prereq 1 Storage & Collection of Recyclables	Required
			Credit 1.1 Building Reuse , Maintain 75% of Existing Walls, Floors & Roof	1
			Credit 1.2 Building Reuse , Maintain 95% of Existing Walls, Floors & Roof	1
			Credit 1.3 Building Reuse , Maintain 50% of Interior Non-Structural Elements	1
			Credit 2.1 Construction Waste Management , Divert 50% from Disposal	1
			Credit 2.2 Construction Waste Management , Divert 75% from Disposal	1
			Credit 3.1 Materials Reuse , 5%	1
			Credit 3.2 Materials Reuse , 10%	1
1			Credit 4.1 Recycled Content , 10% (post-consumer + ½ pre-consumer)	1
			Credit 4.2 Recycled Content , 20% (post-consumer + ½ pre-consumer)	1
1			Credit 5.1 Regional Materials , 10% Extracted, Processed & Manufactured Regionally	1
			Credit 5.2 Regional Materials , 20% Extracted, Processed & Manufactured Regionally	1
			Credit 6 Rapidly Renewable Materials	1
			Credit 7 Certified Wood	1

Yes ? No

10			Indoor Environmental Quality	15 Points
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Y			Prereq 1	Minimum IAQ Performance	Required
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	Required
1			Credit 1	Outdoor Air Delivery Monitoring	1
1			Credit 2	Increased Ventilation	1
1			Credit 3.1	Construction IAQ Management Plan, During Construction	1
1			Credit 3.2	Construction IAQ Management Plan, Before Occupancy	1
1			Credit 4.1	Low-Emitting Materials, Adhesives & Sealants	1
1			Credit 4.2	Low-Emitting Materials, Paints & Coatings	1
1			Credit 4.3	Low-Emitting Materials, Carpet Systems	1
1			Credit 4.4	Low-Emitting Materials, Composite Wood & Agrifiber Products	1
1			Credit 5	Indoor Chemical & Pollutant Source Control	1
1			Credit 6.1	Controllability of Systems, Lighting	1
1			Credit 6.2	Controllability of Systems, Thermal Comfort	1
1			Credit 7.1	Thermal Comfort, Design	1
1			Credit 7.2	Thermal Comfort, Verification	1
1			Credit 8.1	Daylight & Views, Daylight 75% of Spaces	1
1			Credit 8.2	Daylight & Views, Views for 90% of Spaces	1
Yes	?	No			

3			Innovation & Design Process	5 Points
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1			Credit 1.1	Pervious Paving	1
1			Credit 1.2	Non Toxic Laundry Chemicals	1
1			Credit 1.3	Innovation in Design: Provide Specific Title	1
1			Credit 1.4	Innovation in Design: Provide Specific Title	1
1			Credit 2	LEED® Accredited Professional	1
Yes	?	No			

22			Project Totals (pre-certification estimates)	69 Points
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Certified: 26-32 points, **Silver:** 33-38 points, **Gold:** 39-51 points, **Platinum:** 52-69 points

ATTACHMENT 9

Project Plans



CAMINO REAL HOTEL

Goleta, California

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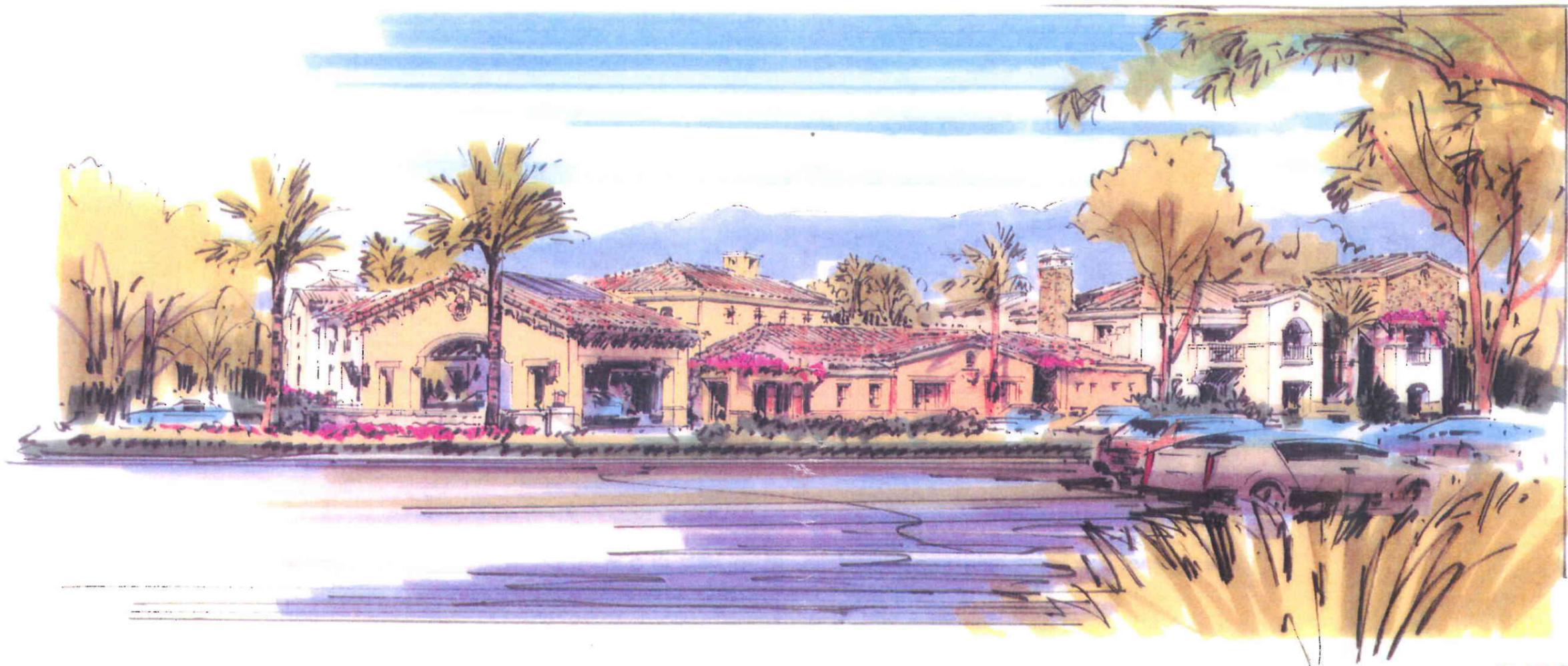
City of Goleta
Planning & Environmental Svcs

OWNER :
WYNMARK
SANTA BARBARA, CA

ARCHITECT :
LEE & SAKAHARA ARCHITECTS, AIA, INC.
16842 VON KARMAN AVENUE, SUITE 300
IRVINE, CA 92606

lee
sak

LEE & SAKAHARA
ARCHITECTS AIA



CONCEPTUAL RENDERING FROM STORKE ROAD

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2 | 2008

City of Goleta
Planning & Environmental Svcs.

CAMINO REAL HOTEL GOLETA, CALIFORNIA

CAMINO REAL III, LLC.

Y7024

05-20-08

**CONCEPTUAL
RENDERING
FROM STORKE ROAD**

LEE & SAKAHARA
ARCHITECTS AIA
ARCHITECTURE PLANNING INTERIORS
18142 VON KARMAN AVE., SUITE 200
IRVINE, CA 92614-1927
PH 949-261-1100 F 949-261-1144



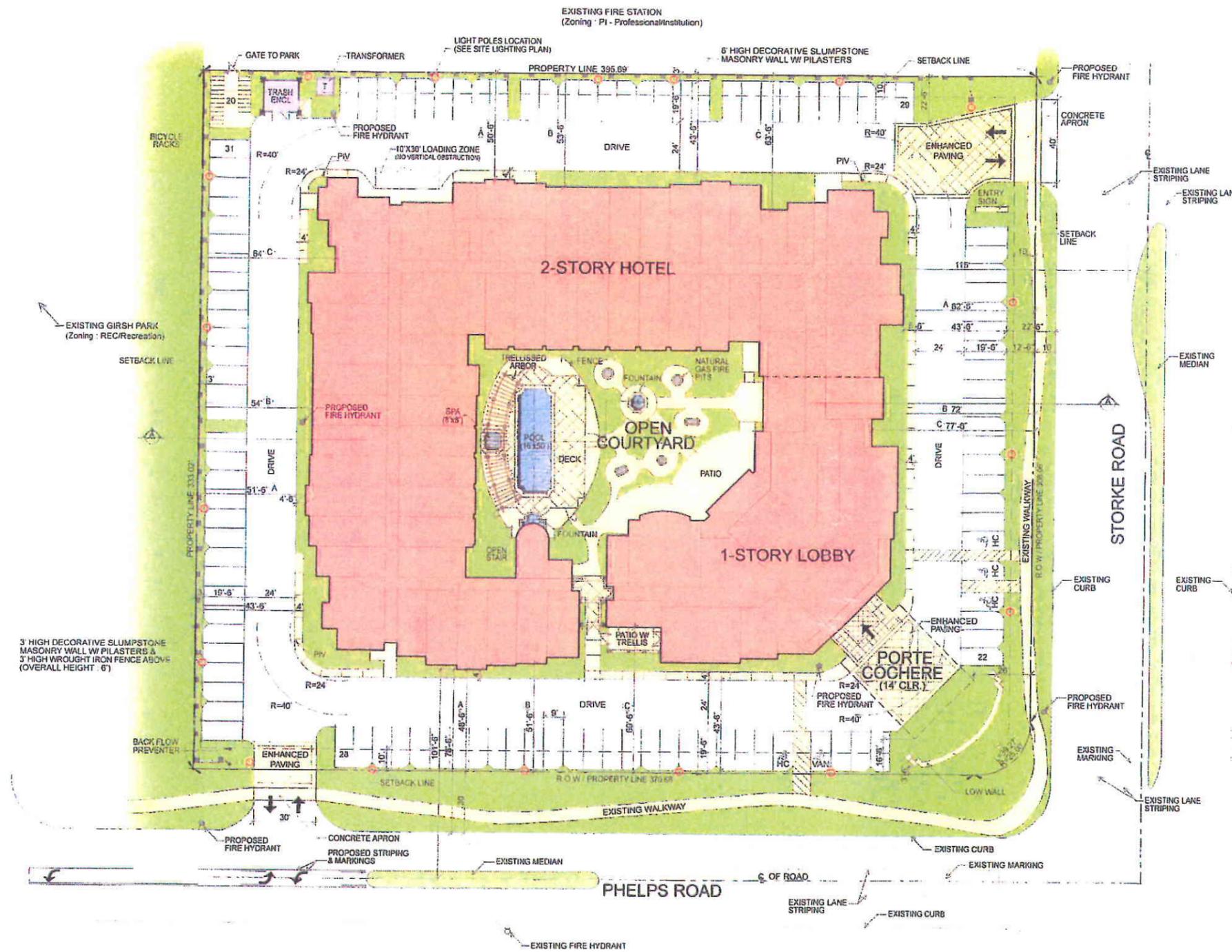
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City of Goleta
Planning & Environmental Svcs.



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



PROJECT DATA

- HABITABLE (ENCLOSED) AREA:
 - 1st FLOOR: 42,480 SF
 - 2nd FLOOR: 31,348 SF
 - TOTAL HABITABLE BLDG AREA: 73,828 SF
- NON-HABITABLE AREA (DECKS, BALCONIES):
 - 1st FLOOR: 7,043 SF
 - 2nd FLOOR: 2,705 SF
 - TOTAL NON-HABITABLE AREA: 9,748 SF
- PARCEL SIZE: 3.02 ACRES (131,551 SF)
- BUILDING COVERAGE: 42,480 / 131,551 = 32.3%
- FLOOR AREA RATIO: G.F.A. / PARCEL SIZE = 73,828 / 131,551 = 0.56
- LANDSCAPING AREA: 32,274 SF (24.5%)
- OCCUPANCY CLASSIFICATIONS (CBC TABLE 3-A):
 - HOTEL: R-1
 - MEETING ROOM: A-3
 - DINING / LOUNGE: A-3
 - ADMINISTRATIVE OFFICES: B
- TYPE OF CONSTRUCTION: TYPE V, 1-HR SPRINKLERED (PORTE COCHERE TYPE V41, N/C, SPRINKLERED)
- PARKING:
 - PARKING REQUIRED: ROOMS @ 1/ROOM = 99; EMPLOYEE @ 1/5 = 3; TOTAL = 102
 - PARKING PROVIDED (ACCESSIBLE PARKING REQ'D - 4 TYP. ACCESSIBLE - 1 VAN ACCESSIBLE): 110 (5)
 - PARKING STALL SIZES: TYPICAL 19'-6" x 9'-0"; TYPICAL H/C 19'-6" x 14'-0"; VAN ACC H/C 19'-6" x 17'-0"
- UNIT SUMMARY:

NO./TYPE OF UNITS	SIDE-BY-SIDE SUITES	JUNIOR SUITES R	D/O	PRESIDENTIAL SUITE	TOTAL
1st FLOOR	5	31	11	-	47
2nd FLOOR	5	35	11	1	52
TOTAL	10	66	22	1	99
- ZONING: C-2, RETAIL / COMMERCIAL; F, AIRPORT APPROACH OVERLAY
- REQUIRED SETBACKS:
 - (a) FRONT (EAST SIDE): 42' FROM THE CENTERLINE & 10' FROM THE ROW LINE OF STORKE ROAD
 - (b) FRONT (SOUTH SIDE): 30' FROM THE CENTERLINE & 10' FROM THE ROW LINE OF PHELPS ROAD - OPEN CANOPIES, PORCHES, ROOFED OR UNROOFED, MAY ENCRoACH NO MORE THAN 12' INTO THE FRONT SETBACK AREA
 - (c) SIDE (WEST SIDE): NONE, EXCEPT WHERE PROVIDED, THEY SHALL BE A MINIMUM OF 3'
 - (d) REAR (NORTH SIDE): 10% OF THE DEPTH OF THE LOT BUT NO GREATER THAN 10'

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

CAMINO REAL HOTEL CASE # 07-208-DP
GOLETA, CA 401 STORKE ROAD GOLETA, CA

Developer & Owner: **CAMINO REAL II, LLC**
2308 Dublin Road, Santa Barbara, California 93111
Contact Person: Kim Schmitt
TEL: 805-967-2040, FAX 14
FAX: 805-967-2050

City Engineer: **FUSCOE ENGINEERING**
18750 Vanowen, Suite 103, Irvine, California 92615
TEL: 949-474-7900, FAX: 949-474-5315
www.fuscoec.com
CALIFORNIA REGISTERED PROFESSIONAL ENGINEER

Electrical Engineer: **Linwood Engineering Associates PA**
2424 Avenida Street, Santa Barbara, California 93109
TEL: 714-371-4000, FAX: 714-371-4031

Landscape Architect: **Sydney Baumgartner**
2424 Avenida Street, Santa Barbara, California 93109
TEL: 805-967-2555

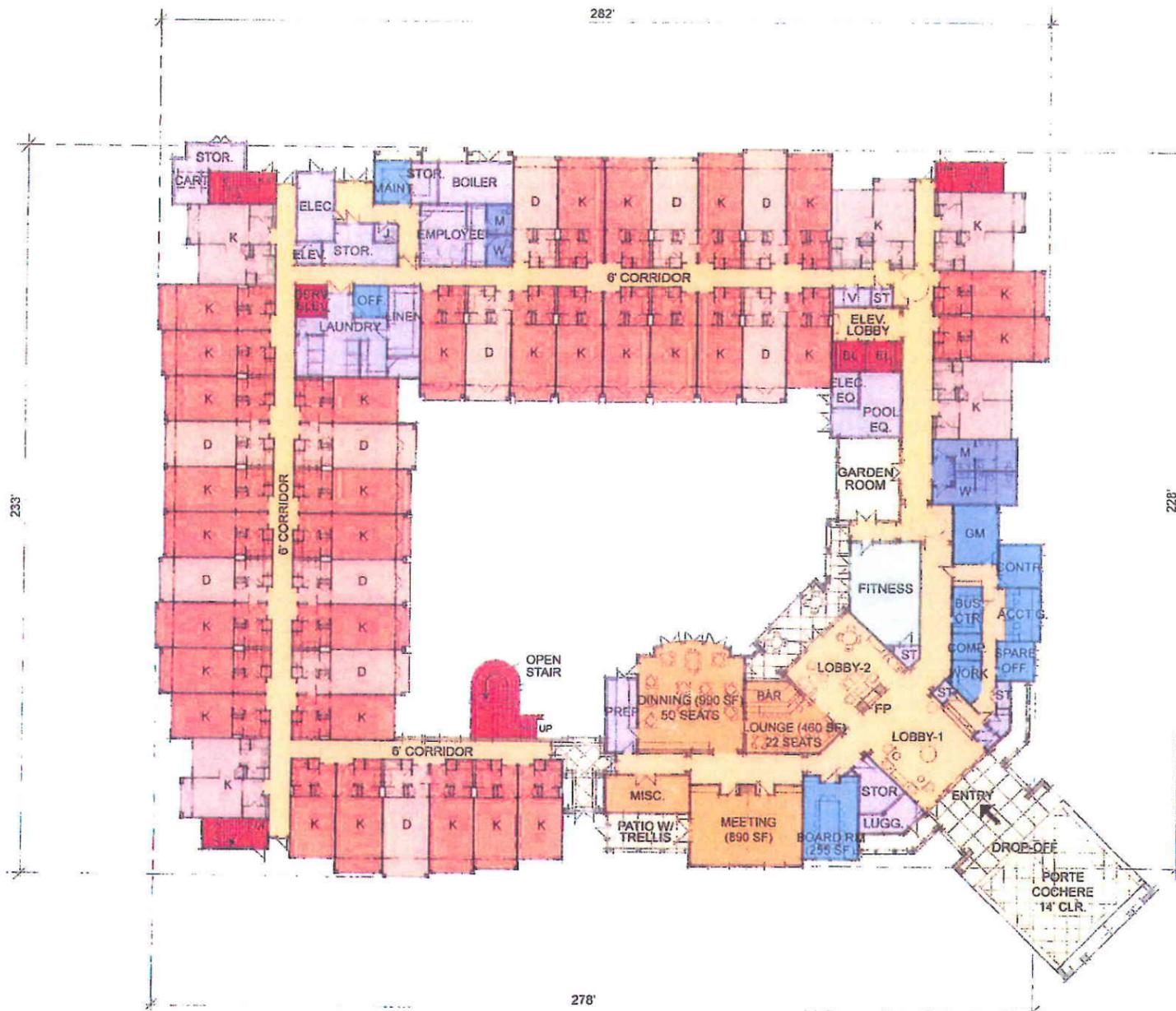
LEE & SAKAHARA ARCHITECTS AIA
ARCHITECTURE PLANNING INTERIORS
16810 VENICE BOULEVARD, SUITE 200, IRVINE, CA 92614-4997
PH: 949-261-1160, F: 949-261-1142

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

A-1

No.	Revision	Date

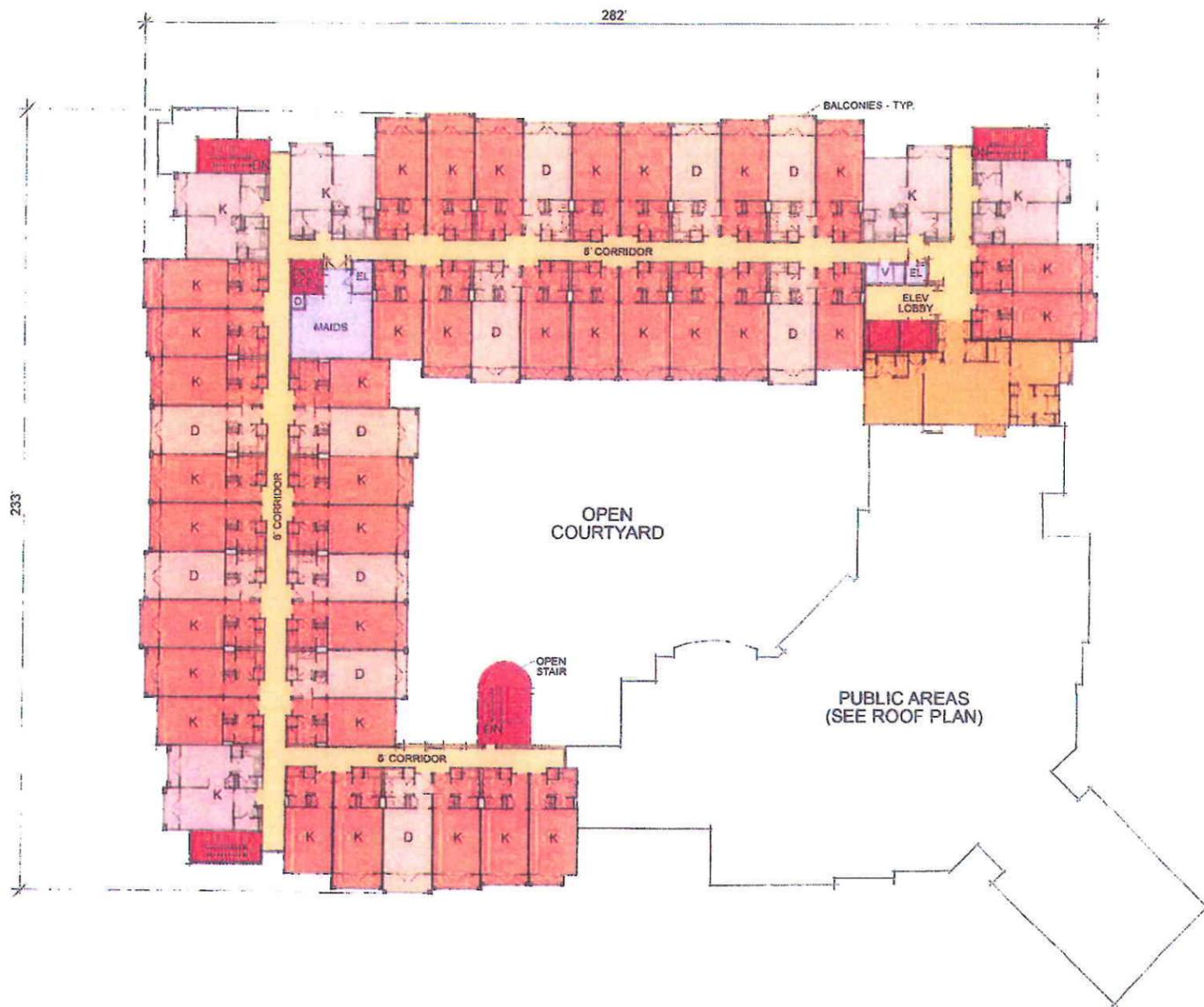
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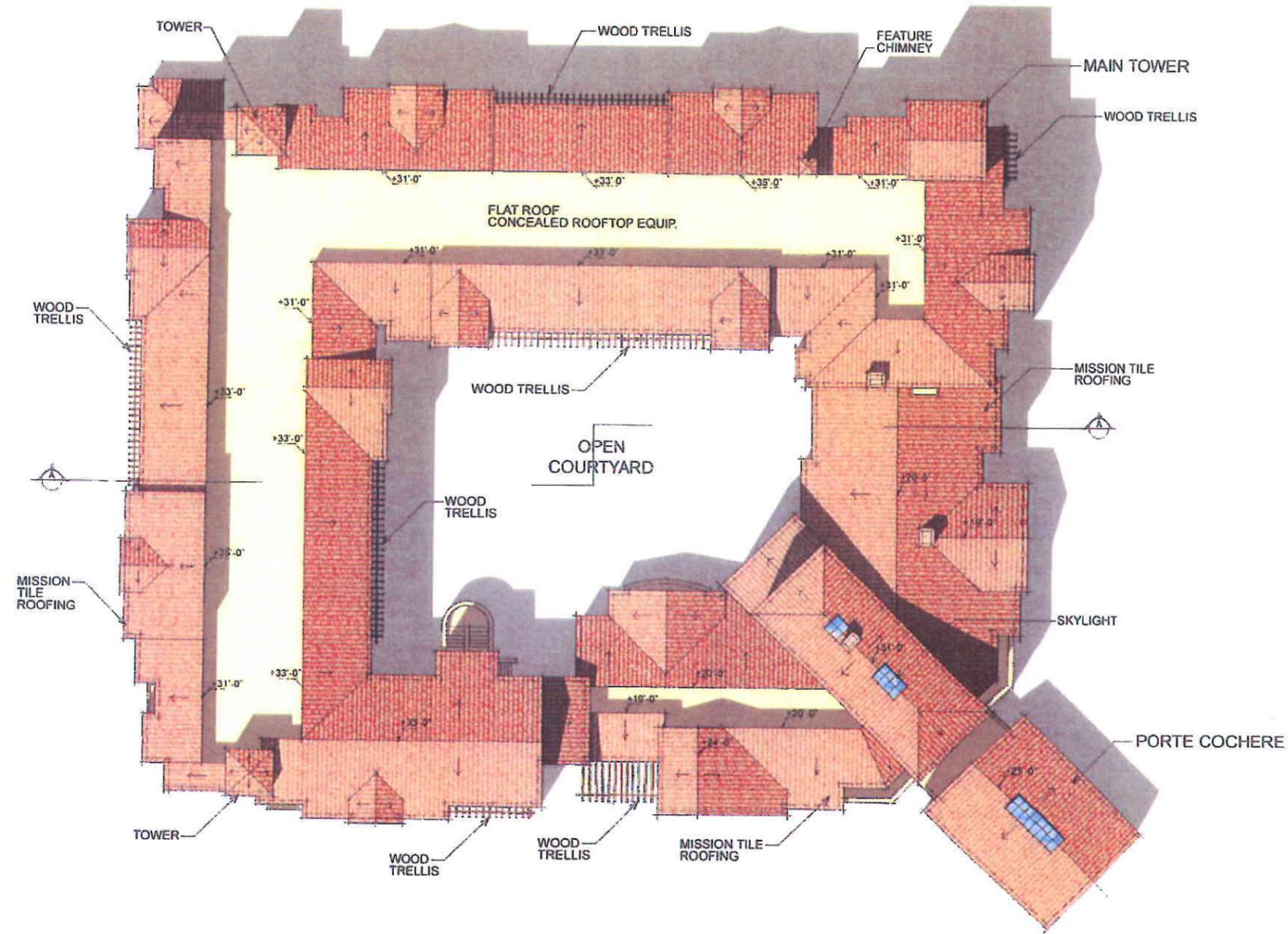
CAMINO REAL HOTEL CASE # 07-208-DP GOLETA, CA 401 STORKE ROAD GOLETA, CA		1st. FLOOR PLAN SCALE: 1/16" = 1'-0" 													
CAMINO REAL III, LLC. 5320 Drexel Road, Santa Barbara, California 93111 Carroll Park, Room 200 TEL: 805-967-0200, Ext 12 FAX: 805-967-0200	FUSCOE ENGINEERING 16750 Van Korman, Suite 100 Irvine, California 92618 TEL: 949-474-1880 Ext 949-474-5315 FAX: 949-474-1880	Lee & Sakahara Architects AIA ARCHITECTURE PLANNING INTERIORS 14812 VAN RANBURN AVE., SUITE 202 IRVING, CA USA 92614-4007 PH: 949-261-1103 F: 949-261-1122	<table border="1"> <thead> <tr> <th>No.</th> <th>Revised</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	No.	Revised	Date									
No.	Revised	Date													
Lee Sakahara		Y7024 05-09-08													

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CAMINO REAL HOTEL GOLETA, CA		CASE # 07-208-DP 401 STORKE ROAD GOLETA, CA	2nd. FLOOR PLAN SCALE: 1/16" = 1'-0" 		A-3												
Developer & Owner: CAMINO REAL II, LLC. 8100 Decida Road, Santa Barbara, California 93111 Contact Person: Kim Schizas TEL: 805-967-2810, Ext 14 FAX: 805-967-4050	Civil Engineer: FUSCOE ENGINEERING 18770 Von Karman, Suite 100 Irvine, California 92614 TEL: 949-424-1985, 949-474-5515 www.fuscoe.com CALIFORNIA LICENSE # 31913 DATE	Electrical Engineer: Timothy Hutch VPE EPE LEED, Principal Livewood Engineering Associates PA 600 Arden Blvd. 11th Floor, Costa Mesa, California TEL: 714-371-4050 FAX: 714-371-4021	Landscape Architect: Sydney Baumgardner 2134 Anacapa Street, Santa Barbara, California 93101 TEL: 805-237-2900	LEE & SAKAHARA ARCHITECTS AIA ARCHITECTURE PLANNING INTERIORS 	<table border="1"> <thead> <tr> <th>No.</th> <th>Revision</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	No.	Revision	Date									
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City of Goleta
Planning & Environmental Svcs.

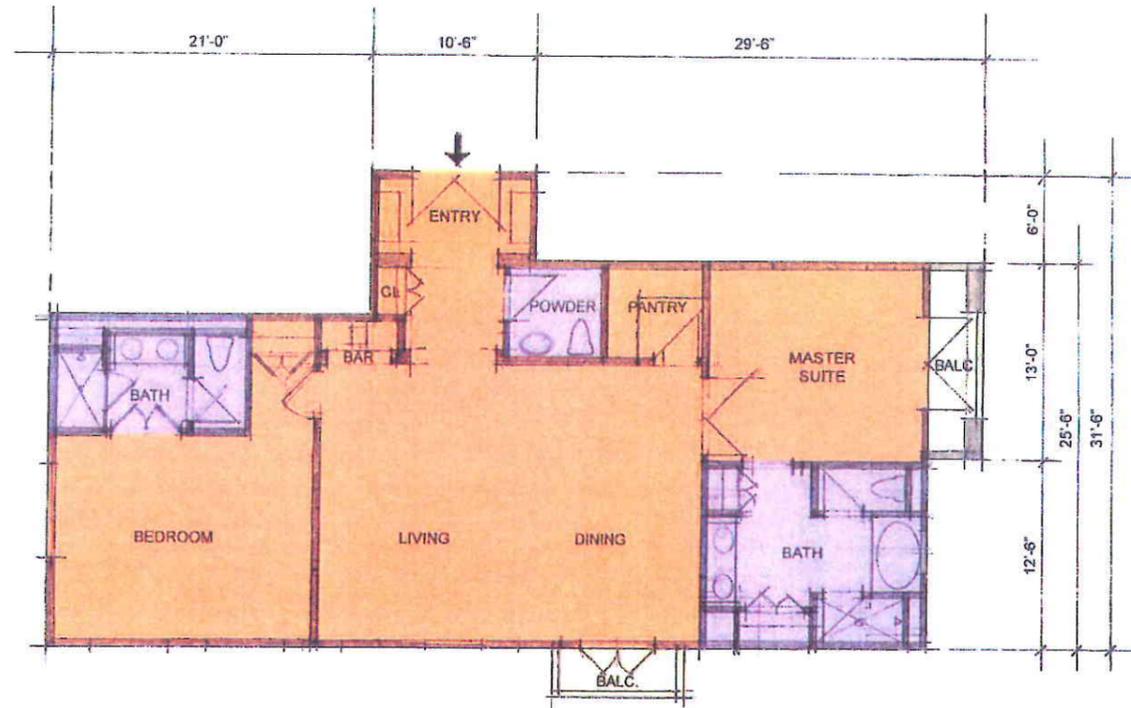


CAMINO REAL HOTEL CASE # 07-208-DP GOLETA, CA 401 STORKE ROAD GOLETA, CA		ROOF PLAN SCALE: 1/16" = 1'-0" 													
Designer & Owner: CAMINO REAL III, LLC 5728 Double Road, Santa Barbara, California 93111 Contact Person: Kim Sanchez TEL: 805-967-4240 Ext 12 FAX: 805-967-4230	Civil Engineer: FUSCOE ENGINEERING 16759 Van Korman, Suite 102 Irvine, California 92614 TEL: 949-474-1900 Fax 949-474-5115 www.fuscoe.com CALIFORNIA LICENSE # CE 10813 DATE	Electrical Engineer: Timothy Walsh NRE PPE LEED PRAC Linwood Engineering Associates PA 600 Anton Blvd., 11th Floor, Costa Mesa, California TEL: 714-374-4020 FAX: 714-374-4021	Landscape Architect: Sydney Baumgartner 2524 Avenida Santa Santa Barbara, California 93105 TEL: 805-967-2555												
LEE & SAKAHARA ARCHITECTS AIA ARCHITECTURE PLANNING INTERIORS 16032 VON KARMAN AVE., SUITE 201 IRVINE, CALIFORNIA 92614-9627 PH: 949-261-1100 F: 949-261-1144		<table border="1"> <thead> <tr> <th>No.</th> <th>Revised</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		No.	Revised	Date									
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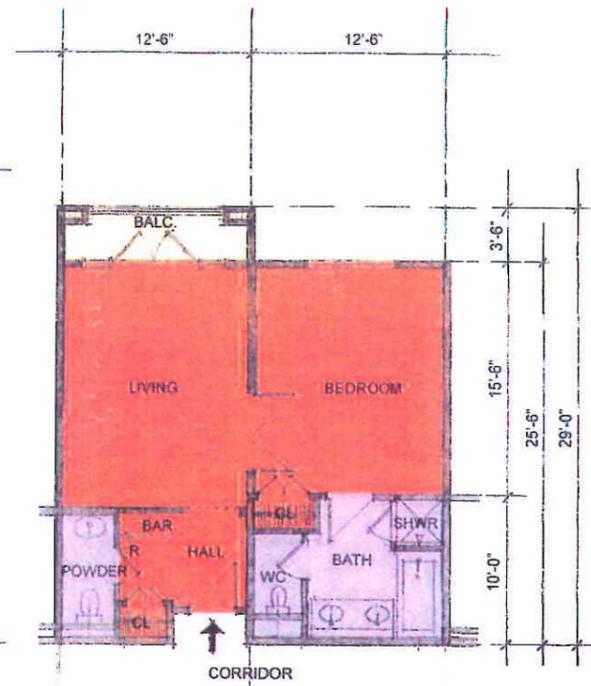
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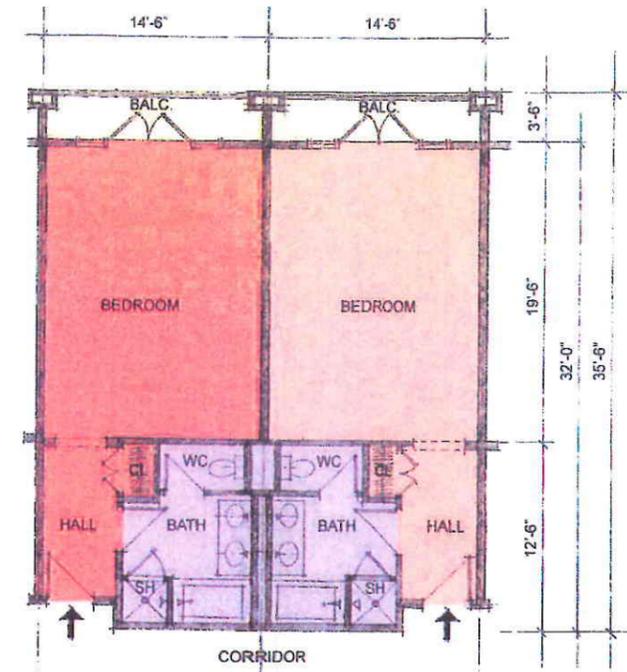
City of Goleta
Planning & Environmental Svcs.



PRESIDENTIAL SUITE:
(1,445 SF.)



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



JUNIOR SUITE:
KING UNIT
(464 SF.)

JUNIOR SUITE:
DOUBLE QUEEN UNIT
(464 SF.)

CAMINO REAL HOTEL CASE # 07-208-DP
GOLETA, CA

401 STORKE ROAD
GOLETA, CA

SUITE TYPES

SCALE: 1/4" = 1'-0"
0' 4' 8' 16'

A-5

Developer & Owner:
CAMINO REAL II, LLC.
5299 Camino Real,
Santa Barbara, California 93111
Contact Person: Jim Schizas
TEL: 805-967-6346, Ext 11
FAX: 805-967-4050

Civil Engineer:
FUSCOE ENGINEERING
1978 Van Nuys Blvd., Suite 103
Van Nuys, California 91410
Tel: 818-231-1913 Fax: 818-231-1915
www.fuscoe.com
GRADUATE PROFESSIONAL REGISTERED ENGINEER

Electrical Engineer:
Timothy Hahn, SPE, EPE, LEED, PE, PMP
Linwood Engineering Associates PA
800 Avenida Blvd., 11th Floor
Costa Mesa, California
TEL: 714-371-4000
FAX: 714-371-4001

Landscape Architect:
Sydney Baumgartner
2424 Avenida Obispo,
Santa Barbara, California 93105
TEL: 805-967-0555

LEE & SAKAHARA ARCHITECTS AIA
ARCHITECTURE PLANNING INTERIORS
10042 MON KARANNA AVENUE, SUITE 201
IRVINE, CA USA 92618-0207
PH: 949-261-1100 F: 949-261-1114

NO.	REVISION	DATE

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City of Goleta
Planning & Environmental Svcs.



CAMINO REAL HOTEL GOLETA, CA		CASE # 07-208-DP 401 STORKE ROAD GOLETA, CA		ELEVATIONS SCALE: 3/32" = 1'-0" 		A-6																	
Developer & Owner: CAMINO REAL III, LLC. 5330 Oriole Road, Santa Barbara, California 93111 Contact Person: Kim Schvartz TEL: 805-967-0040, Ext 14 FAX: 805-967-0050		Civil Engineer: FUSCOE ENGINEERING 16750 Van Korman, Suite 916 Irvine, California 92615 TEL: 949-474-1882 Fax 949-474-5315 www.fuscoe.com CALIFORNIA LICENSE NO. 35133 DATE		Electrical Engineer: Timothy Mink MPE EPE LEED Pricipal Linnwood Engineering Associates PA 623 Aurora Blvd. 13th Floor Costa Mesa, California TEL: 714-371-4020 FAX: 714-371-4021		Landscape Architect: Sydney Baumgardner 2424 Anacapa Street, Santa Barbara, California 93105 TEL: 805-987-2855		LEE & SAKAHARA ARCHITECTS AIA ARCHITECTURE PLANNING INTERIORS 18042 VON KARMAN AVE. SUITE 300 IRVINE, CA USA 92614-4197 PH: 949-261-1100 F: 949-261-1154 		<table border="1"> <thead> <tr> <th>No.</th> <th>Revision</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		No.	Revision	Date									
No.	Revision	Date																					
						Y7024 05-09-08																	

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City of Goleta
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CAMINO REAL HOTEL GOLETA, CA		CASE # 07-208-DP 401 STORKE ROAD GOLETA, CA	ELEVATIONS SCALE: 3/32" = 1'-0" 	A-7													
Developer & Owner: CAMINO REAL III, LLC. 5330 Double Road, Santa Barbara, California 93111 Contact Person: Kim Swanson TEL: 805-967-8040 Ext 14 FAX: 805-967-8050	Civil Engineer: FUSCOE ENGINEERING 18778 VonKarmen, Suite 100 Irvine, California 92606 TEL: 949-224-1980 FAX: 949-424-5115 WWW: FUSCOE.COM CALIFORNIA REG. NO. 60113	Electrical Engineer: Timothy Hatch SPE, EPE, LEED, Precipit Limwood Engineering Associates PA 800 Avon Blvd, 11th Floor, Costa Mesa, California TEL: 714-371-4000 FAX: 714-371-4011	Landscape Architect: Sydney Baumgartner 2424 Avocado Street Santa Barbara, California 93105 TEL: 805-937-2000	LEE & SAKAHARA ARCHITECTS AIA ARCHITECTURE PLANNING INTERIORS 10342 VON KARMEN AVE., SUITE 201 IRVINE, CA USA 92618-1827 PH: 949-261-1100 F: 949-261-1122 	<table border="1"> <thead> <tr> <th>No.</th> <th>Revision</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	No.	Revision	Date									
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Y7024 05-09-08																	



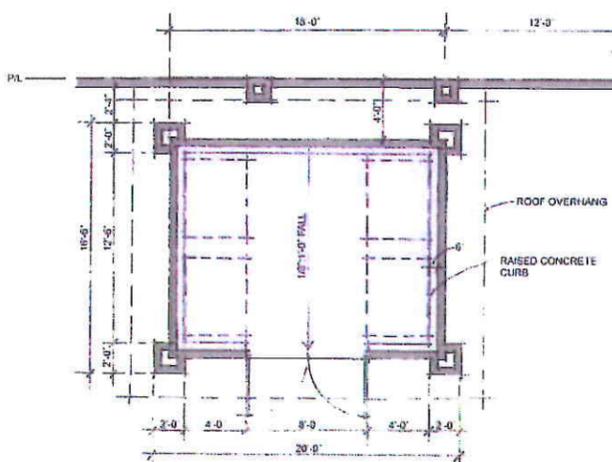
DRIVEWAY
 3' HIGH DECORATIVE SLABSTONE MASONRY WALL W/ PILASTERS & 3' HIGH WROUGHT IRON FENCE ABOVE (OVERALL HEIGHT: 6')

COURTYARD

DRIVEWAY

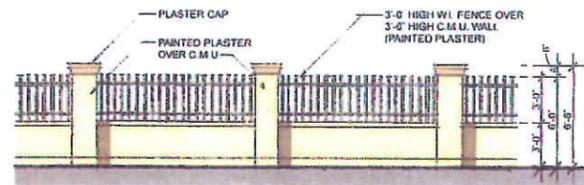
SECTION A - A SCALE: 3/32" = 1'-0"

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 City of Goleta
 Planning & Environmental Svcs.



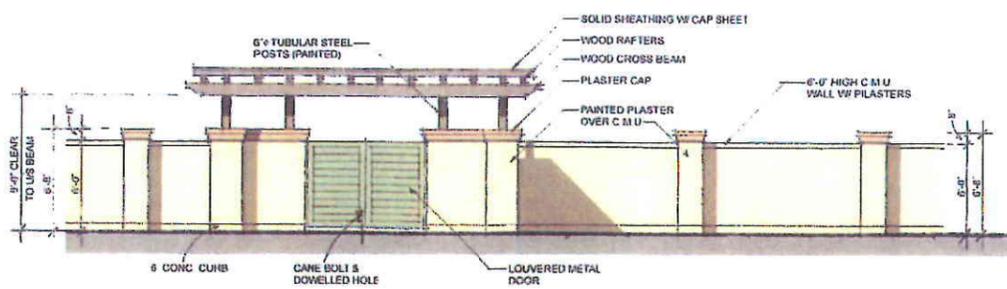
TRASH ENCLOSURE & PERIMETER FENCE FLOOR PLAN

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



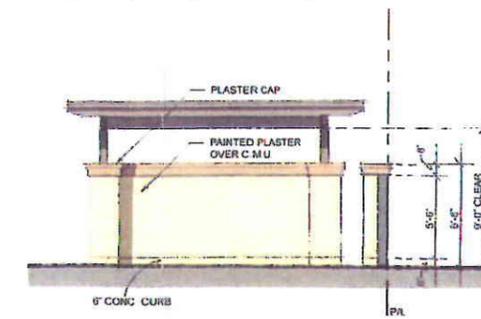
WEST PERIMETER FENCE FRONT ELEVATION

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



TRASH ENCLOSURE & NORTH PERIMETER FENCE FRONT ELEVATION

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



TRASH ENCLOSURE & PERIMETER FENCE SIDE ELEVATION

CAMINO REAL HOTEL
 GOLETA, CA

Developer & Owner
WYNMARK
 5200 Diddle Road,
 Santa Barbara, California 93111
 Contact Person: Kim Schaefer
 TEL: 805-967-0040, Ext 11
 FAX: 805-967-4039

Civil Engineer
FUSCO ENGINEERING
 3075 Von Karman, Suite 909
 Irvine, California 92606
 TEL: 949-471-1900, Ext 549-471-5315
 www.fusco.com
 CALIF. REG. P.E. 31313 DATE

Electrical Engineer
 Timothy Hahn MPE EPE LEED Principal
 Linwood Engineering Associates PA
 800 Arden Blvd., 13th Floor
 Costa Mesa, California
 TEL: 714-371-4059
 FAX: 714-371-8021

Landscape Architect
 Sydney Baumgartner
 2424 Anacapa Drive,
 Santa Barbara, California 93105
 TEL: 805-687-2245

-SECTION A-A
-TRASH ENCLOSURE & PERIMETER FENCE

LEE & SAKAHARA ARCHITECTS AIA
 ARCHITECTURE PLANNING INTERIORS
 18043 VON KARMAN AVENUE, SUITE 200
 IRVINE, CA USA 92614-4927
 P: 949-251-1103 F: 949-251-1104

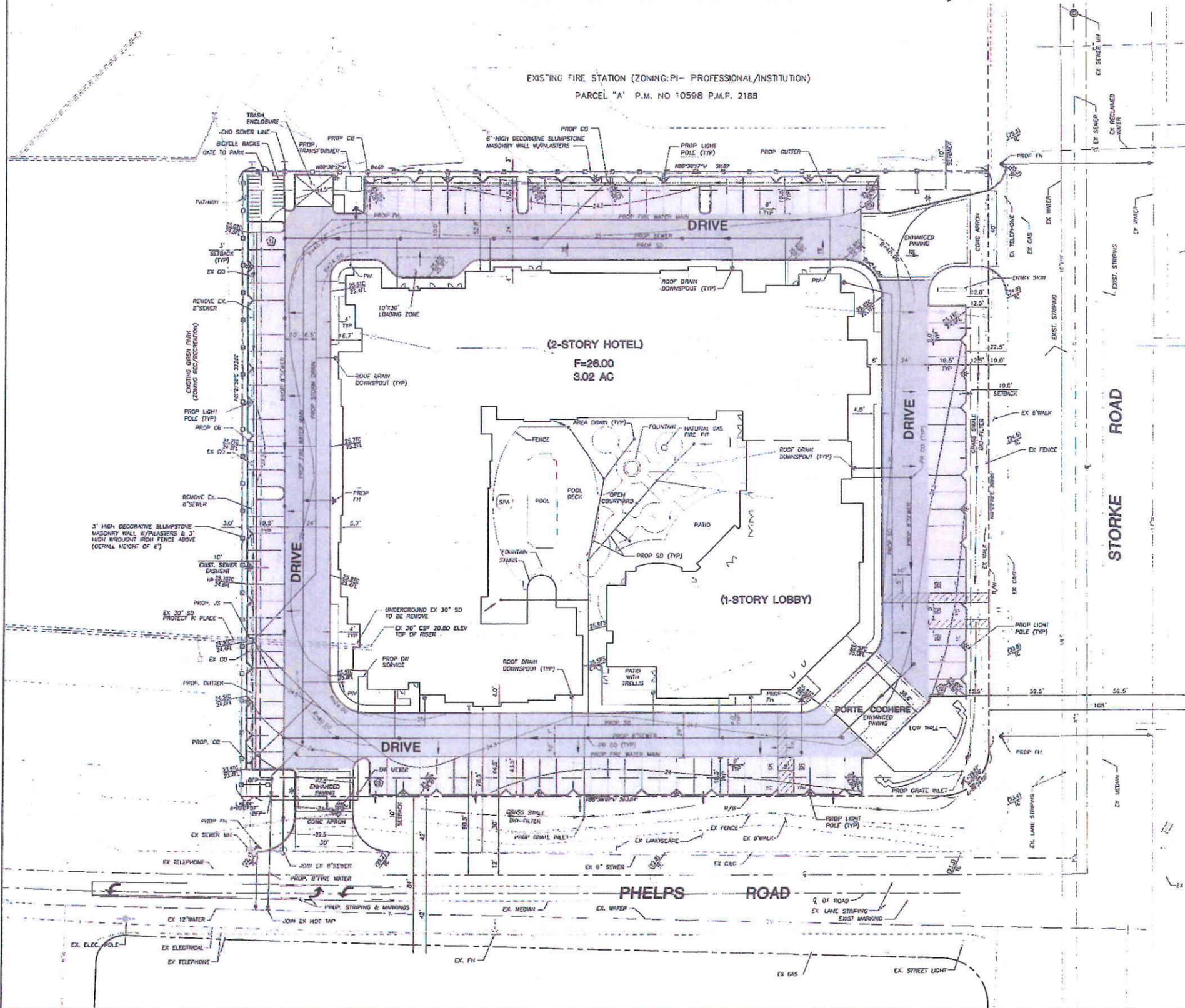
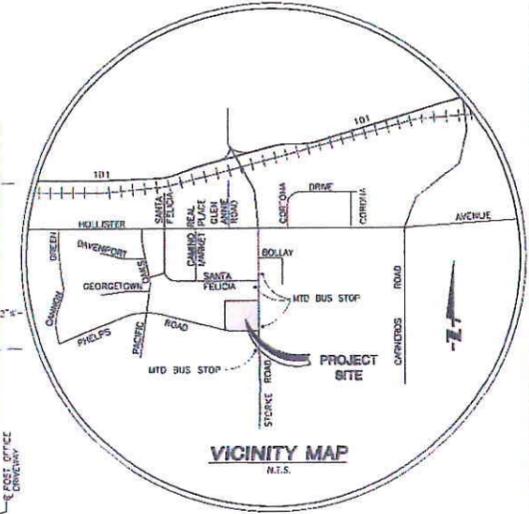


Rev	Reason	Date

Y7024 05-09-08

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

EXISTING FIRE STATION (ZONING: PI- PROFESSIONAL/INSTITUTION)
PARCEL "A" P.M. NO 10598 P.M.P. 2185



UTILITY PURVEYORS:

- SANITARY SEWER SYSTEM GULLIA WEST SANITARY DISTRICT
- WATER DISTRIBUTION SYSTEM GOLETA WATER DISTRICT
- GAS DISTRIBUTION SYSTEM SOUTHERN CALIFORNIA GAS CO.
- ELECTRICAL DISTRIBUTION SYSTEM SOUTHERN CALIFORNIA Edison CO.
- TELEPHONE SERVICE GENERAL TELEPHONE COMPANY
- CABLE T.V. COX CABLE, SANTA BARBARA

FLOOD HAZARD ZONE:

THE ZONING INFORMATION IS DERIVED FROM THE 11/2004 ACCURACY APPRAISAL IN ACCORDANCE WITH THE NATIONAL FLOOD INSURANCE PROGRAM'S COMPLETION. EARTHQUAKE, 10/2002-2007, LAST REVISION 01/20/2008.

LEGEND:

- CB CATCH BASIN
- CB-C CURB & CUTTER
- CD CLEAN OUT
- DEC DOUBLE DETECTOR CHECK
- DW DOMESTIC WATER
- FDC FIRE DEPARTMENT CONNECTION
- FF FINISHED FLOOR ELEVATION
- FG FINISHED GRADE
- FE FINE HYDRAULIC
- FL FLOW LINE
- FS FINISHED SURFACE
- JS JUNCTION STRUCTURE
- JM JUMP MANHOLE
- PV PUSH INDICATOR VALVE
- PROP PROPOSED
- RET RETAINING
- SD STORM DRAIN
- TC TOP OF CURB
- TY TYPICAL
- WM WATER METER
- WPP BACK FLOW PREVENTOR
- WV WASTEWATER VALVE

- ASPHALT PAVEMENT-PARKING
- ASPHALT PAVEMENT-DRIVEABLES
- PROPERTY LINE
- EASEMENT

EARTHWORK

*BAY CUT = ± 2500 C.Y.
*BAY FILL = ± 2500 C.Y.

ROADS NOT INCLUDE:
SUSPENSION, SHORING OR OVEREXCAVATION

SCALE: T = 20'

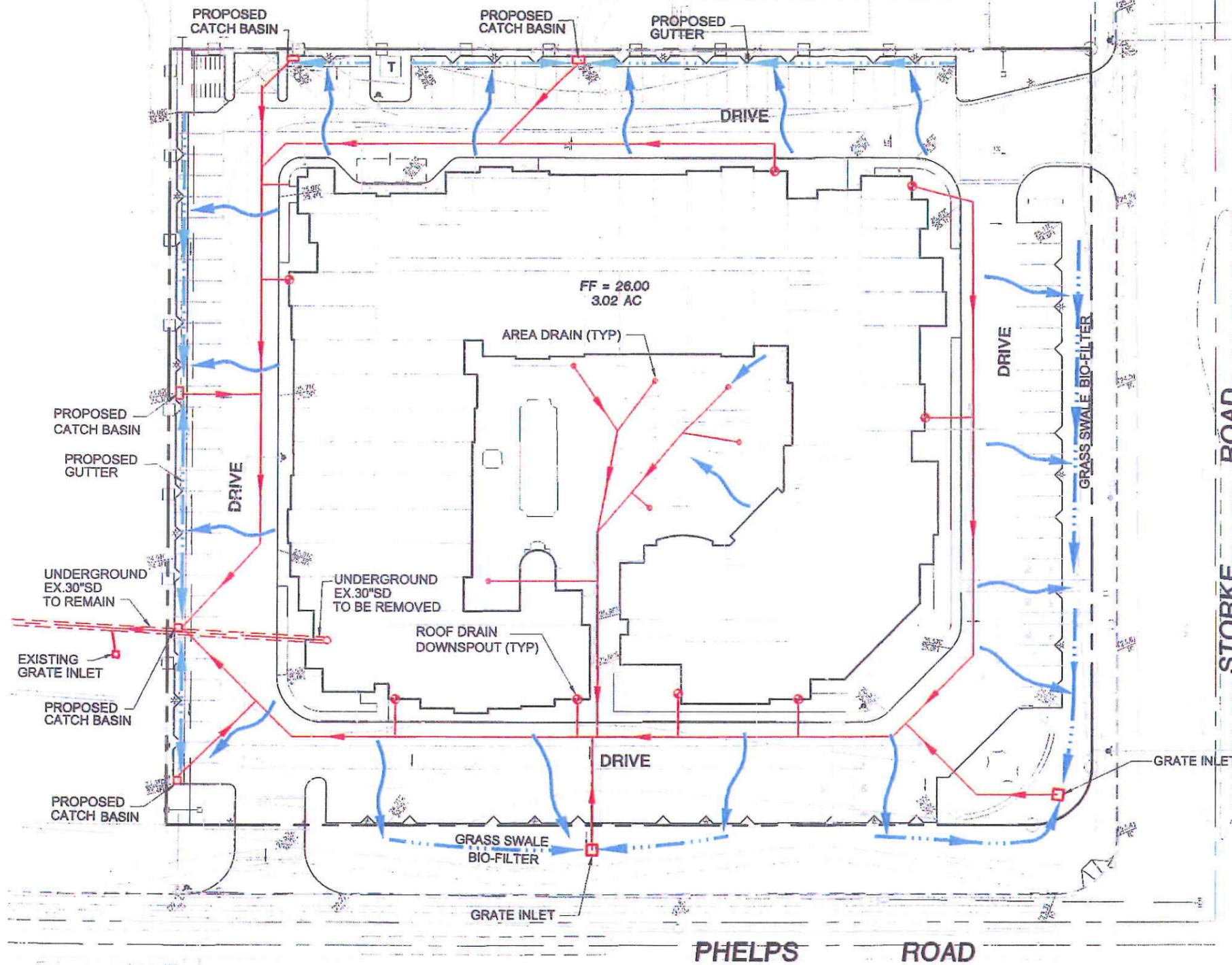
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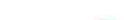
City of Goleta
Planning & Environmental Svcs

CASE NO. 07-208-DP
REVISED: 06/15/08

<p>CIVIL ENGINEER:</p> <p style="text-align: center;">FUSCOE ENGINEERS</p> <p style="font-size: 8px;">14792 Van Nuys Road, Suite 100 Van Nuys, California 91411 Tel: 818-707-1100 • Fax: 818-707-0214 www.fuscoecorp.com</p> <p style="text-align: right; font-size: 12px;"><i>[Signature]</i> DATE: 6/15/08</p>	<p>SEAL:</p>
<p>DEVELOPER & OWNER:</p> <p style="font-weight: bold; font-size: 12px;">WYNMARK</p> <p style="font-size: 8px;">5130 Debble Road, Santa Barbara, California 93111 Contact Person: Kim Schaefer TEL: 805-967-8040 Ext 74 FAX: 805-967-8000</p>	<p>CONCEPTUAL GRADING AND UTILITY PLAN</p> <p>CAMINO REAL HOTEL 401 STORKE ROAD GOLETA, CALIFORNIA</p> <p>SHEET 1 of 1 FILE NO.</p>



LEGEND

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

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 APR 24 2008
 City of Goleta
 Planning & Environmental Svcs

SCALE: 1"=50'

PREPARED BY:

 16795 Von Karman, Suite 100
 Irvine, California 92606
 tel 949.474.1960 • fax 949.474.5315
 www.fuscoe.com
 JOB NO. 867.01

**DRAINAGE EXHIBIT
 CAMINO REAL HOTEL
 401 STORKE ROAD
 GOLETA, CA**

DATE: 04/21/08

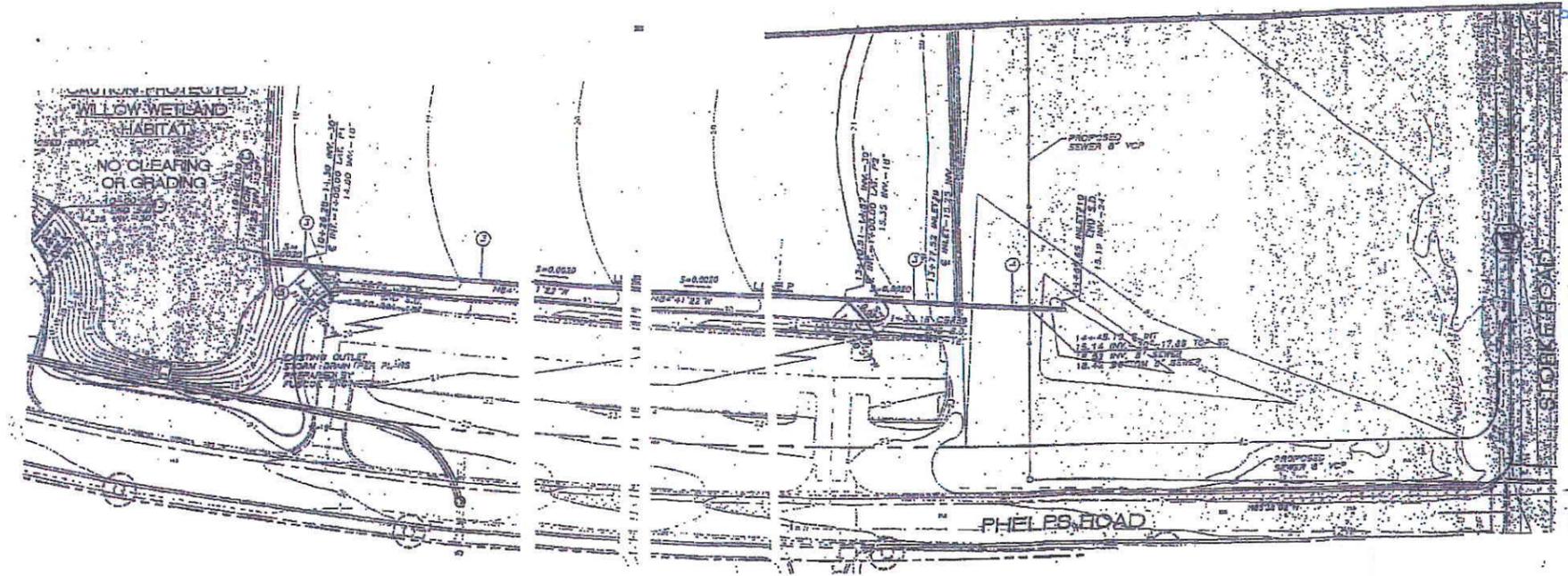
SHEET 1 OF 1

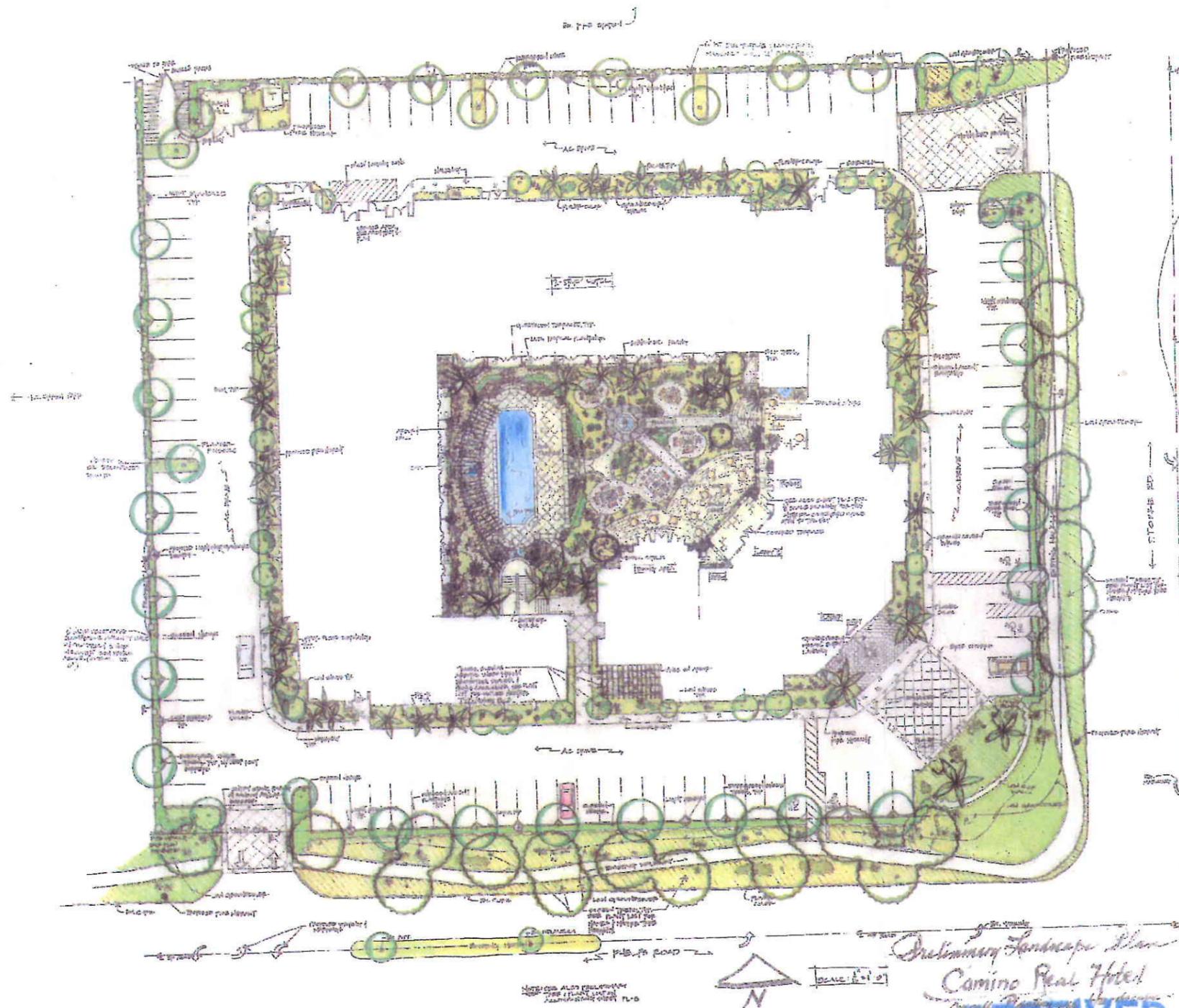
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APR 24 2008

City of Goleta
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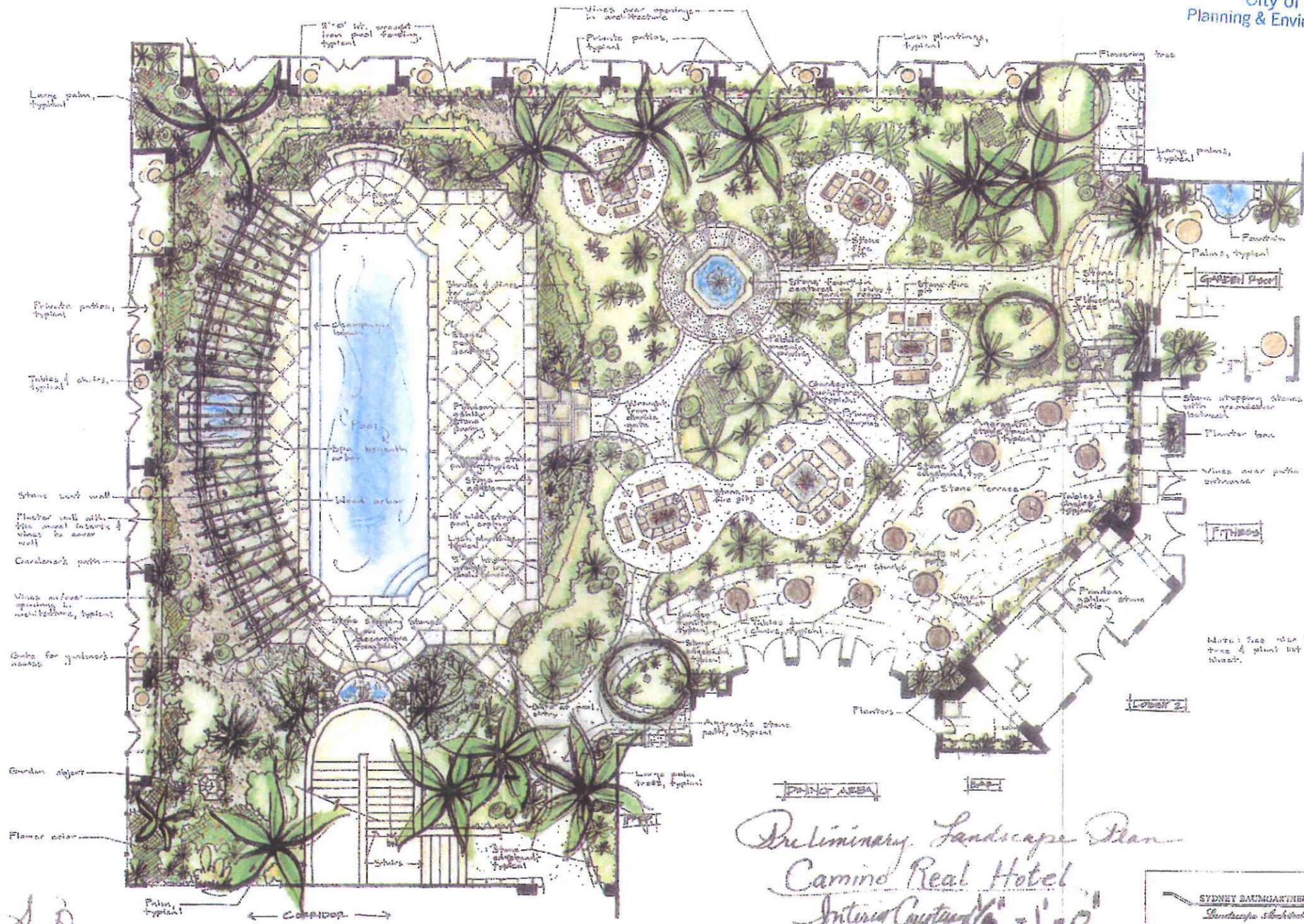
SHEET NO. PL-1
 DATE: 1-20-08
 1
 PRELIMINARY LANDSCAPE PLAN
 CAMINO REAL HOTEL
 GOLETA, CA. 93111
 SHEET NO. 0120

Preliminary Landscape Plan
 Camino Real Hotel
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 MAY 22 2008
 City of Goleta
 Planning & Environmental Svcs

RECEIVED

MAY 22 2008

City of Goleta
Planning & Environmental Svcs.



S.D.
10-10-07
REV. 1-27-08

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

SYDNEY BARKMANTNER
Landscape Architect
1000 AVENUE 26, SANTA MONICA, CALIF 90401
PHONE: (310) 316-1100 FAX: (310) 316-1101
WWW.SYDNEYBARKMANTNER.COM

Trees	Mature Height
Arbutus unedo Marina - Strawberry Tree (redgloss)	4'-20'
Arecastrum (Syngnathus) romanzoffianum - Queen Palm	4'-50' h x 20' w
Citrus varifolia	15' M & spread
Cycas revoluta - Sago Palm (single & multi trunk)	4'-20' h x 18' w
Elaeagnus deflexa - Bronze Laurel	20' h x 20' w
Howea forsteriana - Kentia Palm	max 60' h x 20' w
Jacaranda soukaii	25-40' h x 15-30' w
Lophostemon (Tillandsia) culterius - Brisbane Box	30-45' h x 20' w
Melaleuca leucadendron (M. quinquenervia) Cajuput Tree	20-40' h x 15-25' w
Metrosideros excelsa - New Zealand Christmas Tree	30' h x 30' w
Olea europaea - Olive, Fruitless variety such as 'Majestic Beauty'	20' h x 20' w
Phoenix roebelinii - Pygmy Date Palm	6-10' h x 6-8' w
Pithecolobium chinensis - Chinese Pistache	45' h x 15' w
Platanus racemosa - California Sycamore	30-70' h x 30' w
Pedocarpus gracilior - Fan Pine	50' h x 20' w
Prunus caroliniana - Carolina Cherry	20' h x 16' w
Prunus grandilam - Pomegranate	8-10' h x 5-10' w
Trachycarpus fortunei - Windmill Palm	25' h x 10' w
Trelanthe conferta (Lophostemon) - Brisbane Box	40' h x 25' w

- Shrubs**
- Arbutus unedo - Strawberry Bush (0' height)
 - Arbutus unedo 'Compacta' - Strawberry Bush compact form
 - Buxus microphylla japonica - Japanese Boxwood
 - Callispermum viminalis 'Little Jolly' - Saltbush
 - Dicksonia antarctica - Tasmanian Tree Fern
 - Felicia sellowiana - Pineapple Guava
 - Ligustrum japonica 'Tenuum' - Privet
 - Loropetalum chinense, Chinese Witch Hazel (15' h x 15' w)
 - Magnolia grandiflora 'Little Gem' - Magnolia grandiflora Varieties
 - Olea europaea 'Little Olive'
 - Philodendron sellowii
 - Phormium tenax - Ornamental Flax varieties
 - Pittosporum cuneifolium 'Compactum'
 - Pittosporum tobira (Variegata)
 - Prunus lyonii - Native Cherry
 - Raphiostephanos ovalis 'Minor' - India Hawthorn
 - Raphiostephanos indica variegata - India Hawthorn
 - Raphiostephanos umbellata 'Minor' - Hawthorn
 - Rhaphis excelsa - Lady Palm
 - Rosa - Flaco varieties
 - Rosemarinus officinalis 'Tuscan Blue' - Rosemary
 - Scaevola taccada - Hawaiian Elf Scallaria
 - Sphaerophysa tephala (Cytisus cooperi) - Australian Tree Fern
 - Synedrella nodiflora - Bird of Paradise
 - Thalictrum flavum and semialbum - Princess Flower
 - Variegated Agave americana - Century Plant
 - Westringia fruticosa - Coast Rosemary

- Groundcover**
- Coprosma repens - Mirror Plant
 - Coloreaster chinensis 'Lowland' - Bearberry Coloreaster
 - Coloreaster prostrata - Bearberry Coloreaster
 - Ophiopogon japonicus (Liliopsis gigantea) - Mondo Grass
 - Rosa 'Flower Carpet Red' and related varieties - Groundcover Rose
 - Rosemarinus officinalis 'Prostratus' - Prostrate Rosemary
 - Trachelospermum jasminoides - Star Jasmine

- Vines**
- Dioscorea 'Rivers' - Royal Trumpet Vine
 - Dioscorea diversiloba - Lavender Trumpet Vine
 - Dioscorea buxifolia - Blood Red Trumpet Vine
 - Ficus pumila - Creeping Fig
 - Perthanthus tricuspidata - Boston Ivy

- Perennial**
- Acanthus mollis - Bear's Breech
 - Agapanthus africanus 'Storm Cloud'
 - Agave attenuata
 - Aniloxanthus 'Harmony' or 'Big Red' - Kangaroo Paw
 - Asparagus densiflorus 'Myers' - Ornamental Asparagus
 - Canna Lily (red, pink)
 - Cineraria 'Belgian Hybrid' - Kaffir Lily
 - Hemerocallis 'Betsy' - Daylily
 - Impatiens walleriana - Busy Lizzie
 - Lantana (creamy yellow) species
 - Miscanthus sinensis 'Morning Light' - Japanese Silver Grass
 - Silvia leucantha - Mexican Bush Sage
 - Tegates leucantha - Copper Canyon Daisy
 - Succulents such as Echeveria, Sedum, Senecio, Aeonium, Aloe, Cotyledon, Crassula, Kalanchoe

SYDNEY BAUMGARTNER
LANDSCAPE ARCHITECT

1000 ANACAPTA STREET
SANTA ANA, CALIFORNIA
92705

PRELIMINARY TREE & PLANT LIST



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Planning & Environmental Svcs.

CAMINO REAL HOTEL
GOLETA, CA. 93111



SOUTH ELEVATION

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COLOR MATERIAL LEGEND

PLASTER FINISH COLOR (SMOOTH TROWEL FINISH)

- (P-1) FRAZEE CL 1881W BUFF (WALL FIELD)
- (P-2) FRAZEE CL 1714M CREDENTIALS (WALL FIELD)
- (P-3) FRAZEE CL 1644D PARTRIDGE (WALL FIELD)
- (P-4) FRAZEE CL 2784D STARDUST (WAINSCOT)
- (P-5) FRAZEE CL 3251W SHARKSKIN (TRIM, SURROUND, CORNICE)
- (P-6) FRAZEE CL 2054D JAMU (WINDOWS, DOORS & RAILING)

WOOD TRELLIS, HEADER & CORBEL

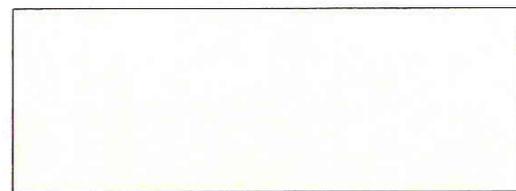
- (S-1) OLYMPIC STAIN - TAUPE

STONE

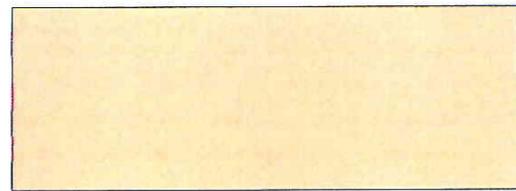
- (ST-1) STONE VENEER
- (ST-2) CANTERA STONE

ROOF TILE

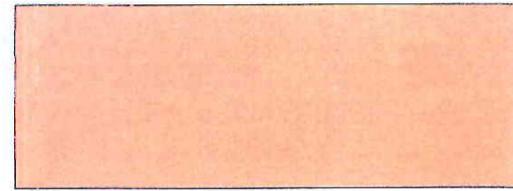
- (R-1) ANTIQUE VILLA TILE - AVT04
 (TWO-PIECE BLENDED CLAY BARREL TILES)



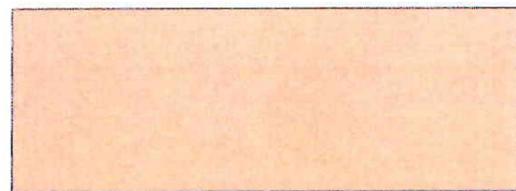
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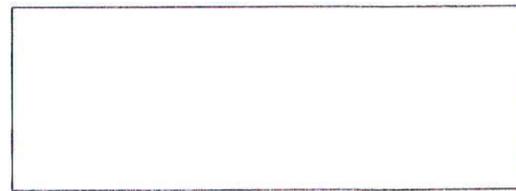
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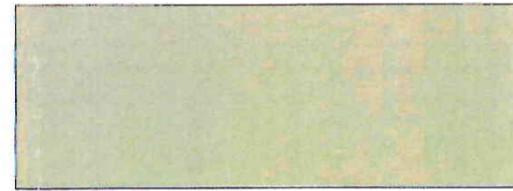
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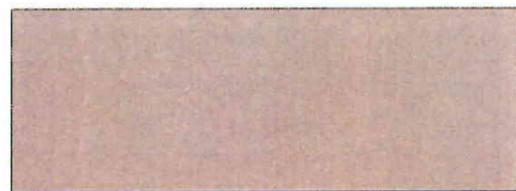
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(P-5)



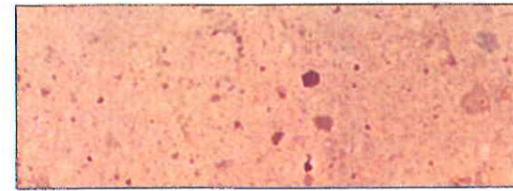
(P-6)



(S-1)



(ST-1)



(ST-2)



(R-1)

CAMINO REAL HOTEL GOLETA, CA		CASE # 07-208-DP 401 STORKE ROAD GOLETA, CA	COLOR & MATERIALS BOARD A-9												
Developer & Owner: CAMINO REAL II, LLC 5300 Dublin Road, Santa Barbara, California 93111 Contact Person: Kim Salinas TEL: 805-967-6040, Ext 14 FAX: 805-967-6030	Civil Engineer: FUSCOE ENGINEERING 18755 Van Ness Blvd., Suite 102 Irvine, California 92614 TEL: 949-451-1922 Fax 949-474-5319 www.fuscoecorp.com CIVIL/MECHANICAL/ELECTRICAL/PLUMBING	Electrical Engineer: Timothy Hatch MPE EPC LEED, Principal Livewood Engineering Associates PA 809 Arden Blvd., 11th Floor, Costa Mesa, California TEL: 714-371-4659 FAX: 714-371-4631	Landscape Architect: Sydney Baumgartner 2424 Avenida Divisadero, Santa Barbara, California 93105 TEL: 805-457-2655												
LEE & SAKAHARA ARCHITECTS AIA ARCHITECTURE PLANNING INTERIORS 18842 VON KARMAN AVE., SUITE 203 IRVINE, CA 92614-4077 TEL: 949-251-1100 F: 949-251-1144			<table border="1"> <thead> <tr> <th>No.</th> <th>Revision</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	No.	Revision	Date									
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