

ADDENDUM

DATED JULY 3, 2013

**TO THE CAMINO REAL ENVIRONMENTAL IMPACT REPORT (96-EIR-3)
And to Addenda dated June 4, 1997, July 22, 1997, and September 5, 2008**

**FOR THE MCDONALD'S DRIVE-THROUGH PROJECT
CONDITIONAL USE PERMIT AND DEVELOPMENT PLAN AMENDMENT
(Case No. 10-085-CUP, -DPAM, -DRB)**

6900 MARKETPLACE DRIVE

APN 073-440-024

A. OVERVIEW

The City of Goleta has prepared this Addendum to the Final Environmental Impact Report for the Camino Real Project that was certified in July 1997 (96-EIR-003). Related environmental documents include three Addenda, dated June 4, 1997, July 22, 1997, and September 5, 2008. Background information on these documents is provided below and they are incorporated by reference into this document.

This Addendum dated July 3, 2013 has been prepared pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code Sections 21000, et seq.) and CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000, et seq.). It addresses minor changes to the approved Camino Real Project resulting from implementation of the McDonald's Drive-Through Project ("Project").

B. CEQA GUIDELINES

According to Section 15164(a) of the State CEQA Guidelines, the Lead Agency or the Responsible Agency will prepare an addendum to a previously certified EIR if some changes or additions are necessary and none of the conditions described in Section 15162 calling for the preparation of a subsequent or supplemental EIR have occurred. Section 15164(e) of the State CEQA Guidelines requires substantial evidence that a subsequent EIR is not necessary.

Sections 15162 and 15163 of the State CEQA Guidelines state that, for a project covered by a certified EIR, preparation of a subsequent or supplemental EIR rather than an addendum is required only if one or more of the following conditions occur:

1. Substantial changes are proposed in the project that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects.
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

- b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As set forth in this Addendum, none of the conditions described above will occur because of, or in relation to, the addition of the McDonald's Drive-Through. Therefore, an Addendum is appropriate, not a subsequent EIR pursuant to Section 15162a or supplemental EIR pursuant to Section 15163 of the CEQA Guidelines.

C. BACKGROUND

Camino Real EIR

The proposed McDonald's Drive-Through Restaurant project is located within the Camino Real 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 Camino Real 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 Camino Real 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 Camino Real 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 Camino Real 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, July 22, 1997. With the approval of the Camino Real Hotel, the City certified a third addendum date September 5, 2008.

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.

The September 5, 2008 addendum evaluated impacts associated with a Specific Plan Amendment and Development Plan to change the Land Use Designation for the Camino Real Hotel property and increase the maximum number of rooms allowed in the hotel from 50 to 99 rooms.

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.

All project changes evaluated in the 1997 and 2008 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 96-EIR-3 included an analysis for a fast-food restaurant with a drive-through facility; and the restaurant was approved as a part of the Camino Real Project in July 1997. However, the Conditional Use Permit for the restaurant drive-through facility was denied by the Board of Supervisors. A Substantial Conformity Determination (95-DP-026 SC02) in 1998 increased the size of the restaurant from 2,000 S.F to 3,017 S.F, this additional increase was within the scope of the Camino Real Development Plan (95-DP-026). A restaurant with a drive-through facility was identified in the Camino Real Specific Plan and Camino Real Development Plan. Therefore, the proposed Project facility is within the scope of the project evaluated within the 96-EIR-3.

Another change that has occurred since certification of 96-EIR-3 is the effective elimination of the residential component from the Camino Real Specific Plan build-out scenario. 96-EIR-3 assumed up to 200 residential units for this component. The approved Camino Real 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.

D. SCOPE OF THE ADDENDUM

This Addendum addresses minor changes to the existing McDonald's restaurant within the Camino Real Marketplace through a Development Plan Amendment #3 and Conditional Use Permit for the addition of a drive-through facility (hereinafter, collectively referred to as the "Project"). The baseline for review is the Camino Real Project as approved and entitled, including the recorded Development Agreement, the approved Development Plan Amendment #1, and the approved Development Plan Amendment #2, which allows for approximately 934,782 SF of total development.

E. ADOPTION AND AVAILABILITY OF ADDENDUM

This Addendum will be considered for certification by the Planning Commission. In accordance with CEQA Guidelines Section 15164(c), an Addendum need not be circulated for public review but can be included in or attached to the Final EIR. The decision-maker considers the Addendum with the Final EIR prior to making a decision on the Project.

This Addendum is available at the following location:

City of Goleta

Planning and Environmental Review Department

130 Cremona Drive, Suite B

Goleta, California 93117

F. PROJECT LOCATION

The subject property is a 0.54-acre parcel located at the southeast corner of the Storke Road/Hollister Avenue intersection. The property address is 6900 Marketplace Drive (APN 073-440-024).

G. PROJECT DESCRIPTION

Conditional Use Permit (10-085-CUP) and Development Plan Amendment (10-085-DP AM)

The current project request is for a Conditional Use Permit and Development Plan Amendment for the addition of the proposed drive-through facility to the existing McDonald's Restaurant ("Project"), located on Lot 24 within the Camino Real Marketplace (APN 073-440-024)). The Project will consist of the construction of an approximately 204-foot drive-through facility. Pedestrian access improvement will be incorporated through the placement of additional crosswalk striping across Storke Road and an associated signal modification at Storke Road and Marketplace Drive. Sidewalk improvements will be installed along the northern frontage of Marketplace Drive immediately south of the existing restaurant, as well as west of the proposed drive-through exit. A "pork-chop" style traffic control device (median extension) will be installed along Marketplace Drive south of the existing restaurant that will

prevent traffic off of Storke Road from turning into Home Depot's first driveway, as well as eliminate left hand turns from McDonald's first driveway onto Marketplace Drive.

A reduction of the available parking throughout the entire shopping center from 2,459 to 2,450 (including 296 compact spaces) will occur due to a loss of nine parking spaces on the west side of the existing restaurant to accommodate the drive-through facility. The number of parking spaces in the Camino Real Marketplace within 500 feet of the existing restaurant would be reduced from 613 to 604 parking spaces. Parking stall sizes are proposed match existing conditions with proposed stalls to have a minimum width of 8.5 feet.

Landscape and lighting alterations will result in a loss of approximately 1,241 square feet of landscaping. New lighting and landscaping will be installed to match the existing shopping center palette. Two Bradford Pear trees will be removed and replaced in a nearby location with the same species.

A five (5) foot high screening wall with stucco finish and cap will be installed north of the proposed drive-through aisle in order to screen vehicular lighting from the adjacent restaurant facility to the north; the color and finish will match the existing nearby trash enclosure.

The site of the proposed project was graded as part of the initial construction of the existing McDonald's restaurant. Additional grading to accommodate the drive-through facility would consist of 125 cubic yards of cut, which would be exported off site.

H. POTENTIAL ENVIRONMENTAL IMPACTS

96-EIR-3 evaluated the impacts of both the overall Camino Real Specific Plan and the more detailed Development Plan proposal for Phase I of the Camino Real Specific Plan build out. The impact summary table from 96-EIR-3 is included as Attachment 2 to this Addendum for reference. A 2,000 square foot restaurant with a drive-through was included in the original Development Plan proposal (95-DP-026), project specific impacts from the restaurant with a drive-through assumed in the Camino Real Specific Plan were not identified separately in the EIR. Rather, the impacts of a future restaurant with a drive-through contributed to the impacts identified for full build out of the entire Camino Real Specific Plan.

This Addendum identifies the potential environmental effects from development of the proposed restaurant drive-through facility. The environmental effects of the proposed drive-through facility are compared to the current physical setting, which includes the existing and operational Camino Real Marketplace, the developed parkland (passive and active amenities), and associated access roads and parking lots within the Camino Real 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 required mitigation measures from 96-EIR-3 have been included and have been refined and reformatted to reflect current City of Goleta standard condition language and procedures. The mitigation measures in this document will be included as recommended conditions for the current application of a Conditional Use Permit for a drive-through facility.

1. Aesthetics/Visual Resources

The 96-EIR-3 describes the aesthetics/visual resources setting relative to the Camino Real Marketplace, impacts on aesthetics/visual resources that would result from the Camino Real Marketplace Project, and mitigation measures that would reduce potentially significant impacts.

The current project is located in the same location considered for a future drive-through restaurant as included in the Specific Plan and Development 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 Camino Real Hotel, the park and recreation amenities to the west of the hotel site, as well as associated access roads and parking lots supporting these new developments.

The proposed Project of a drive-through facility involves no structural alterations or additions to the building area of the existing McDonald's building in the Camino Real Marketplace. The Project would result in modifications to the existing abutting areas, including parking, medians, landscaping and lighting. The reconstructed parking lot components, landscaping, and lighting are proposed to match the existing parking lot, landscaping and lighting in the portion of the shopping center containing the existing restaurant.

Provision of an average 50 foot and minimum 35 foot landscaped buffer along the Hollister Avenue and Storke Road site frontages was required as part of the Goleta Community Plan (County Plan for Goleta prior to incorporation) to increase compatibility with surrounding uses and maintain and enhance the aesthetic character of the Hollister and Storke Corridors. The project evaluated in 96-EIR-003 provided a landscaped buffer of approximately 60 feet along the east side of the originally proposed drive-through restaurant. The EIR identified significant aesthetic impacts associated with the loss of open space and inadequacies of the proposed landscape plan. Provision of generous landscape buffers was found to reduce incompatibilities and loss of open space impacts.

The existing configuration includes an approximately 45 foot landscaped buffer along Storke Road. The buffer will be reduced with the addition of the drive-through, as the landscape revisions will result in the net loss of 1,586 square feet of landscaping. However, the minimum 35 foot buffer and 50 foot average buffer will be maintained along Storke road. Overall, the proposed project will reduce the percentage of

landscaping to 25.8 percent, which is still significantly higher than the 5 percent required per Sec. 35-231.12.1 of the City Zoning Ordinance. A five foot high screening wall with stucco finish and cap will be installed north of the proposed drive-through aisle and will match existing nearby trash enclosure.

Project-Specific Impacts: The following previously identified impacts in the Final EIR would still be expected to occur:

Impacts AES-1 Loss of Open Space/Landscaping: 96-EIR-3 identified significant aesthetic impacts due to the loss of open space resulting from the build out of the Camino Real Development Plan and inadequacies of its proposed landscape plan. Landscaping around the perimeter, as prescribed in the Goleta Community Plan, were provided with the goal of minimizing and softening the aesthetic impacts of the Camino Real Marketplace. The reduction of the landscaping buffer along Storke Road related to the proposed Project will limit the effectiveness of mitigation adopted with the Goleta Community Plan and as part of the Camino Real Development Plan (Class II).

Impact AES-2 Increase Night Light and Glare: Development of the proposed Project would generate increased lighting. Additional perimeter lighting for the drive-through would typically be illuminated into the night during hours of operation. The increase in glare and loss of night sky character would be adverse but insignificant (Class II).

Cumulative Impacts: Cumulative impacts on aesthetics/visual resources would remain the same.

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 and shall incorporate all applicable mitigation measures and conditions of approval. **Plan Requirements and Timing:** Architectural drawings, lighting plans, landscape plans, grading plans, and signs shall be submitted to Planning & Environmental Review prior to Design Review Board (DRB) plan filing and plans shall be approved prior to approval of Land Use Permits for the proposed 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 existing structure and the surrounding area. 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 as 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) adequately screen and soften the aesthetic impact of the existing restaurant and proposed drive-through along Hollister Avenue and Storke Road.

Residual Impacts: Upon implementation of the above mitigation measures, Project residual project-specific and cumulative impacts would be less than significant for those impacts identified as potentially significant. Project residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse but not significant.

2. Air Quality

The following discussion updates the air quality description in 96-EIR-3 for the Camino Real Restaurant with a drive-through:

In conformance with conditions placed on the Camino Real Marketplace components of the approved Camino Real Development Plan (95-DP-026), the applicant created Class II bike lanes and sidewalks around the Camino Real Marketplace 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).

As a result of direction from MTD, a transit center for MTD (as initially anticipated), was not constructed. 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). At the request of MTD the bus stops were constructed as part of the Camino Real Marketplace project development. As part of the Camino Real Hotel project, the existing bus stop on the south side of Phelps Road, across the street from the hotel were improved, consistent with MTD recommendations (e.g. shelter, bench, and trash receptacle).

The proposed Project will incorporate a number of components, which will serve to minimize the air quality impacts associated with vehicle related emissions.

Circulation: The applicant is proposing to install a "pork-chop" style traffic control device (median extension) will be installed along Marketplace Drive south of the existing restaurant that will prevent traffic from off of Storke road from turning into Home Depots first driveway, as well as eliminate left hand turns from McDonald's first driveway onto Marketplace Drive. This improvement will eliminate stacking difficulties and congestion along Marketplace and Storke, improving site circulation.

Pedestrian Access: The applicant is proposing to install crosswalks across Storke Road at Marketplace Drive, as well as the installation of a sidewalk at the Camino Real Marketplace entry with associated signal light improvements to improve and promote pedestrian access at the Camino Real Marketplace.

As stated earlier in the document, 96-EIR-3 considered a 2,000 square foot fast food restaurant with a drive-through, although the Conditional Use Permit for the drive-through was denied. The 96-EIR-003 identified unavoidable significant operational air quality impacts for the ROC and NO_x emissions for the development plan build-out of Camino Real Marketplace. The Air Pollution Control District's guidance document, *Scope and Content of Air Quality Sections in Environmental Documents* (Updated June 2010) stated, "Emissions of ozone precursors (ROC and NO_x) will be slightly lower for a project with a drive-through facility". This is constant with the finding of the 96-EIR-3 which found that emissions from the restaurant with the drive-through were found to be lower due to higher NO_x and evaporative ROC emissions from parked versus idled vehicles. Based on APCD's guidance document, the addition of a drive-through facility would slightly decrease NO_x and ROC emissions at the existing restaurant. Further, due to the relatively low background ambient CO (Carbon

Monoxide) levels in Santa Barbara County, the CO "hotspot" analysis is no longer required.

Also, any increase in vehicle emissions associated with the increase in daily trips would be offset by the elimination of residential development in the area now occupied by sport fields and courts. 96-EIR-3 assumed development of up to 200 residential units. The potential for development of these residential units has been eliminated with development of permanent Little League fields and deed restrictions for the property, which limit use to recreational purposes.

Project-Specific Impacts: The following previously identified impacts in the 96-EIR-3 would still be expected to occur:

Impacts 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)

Impacts AQ-2 Emissions for 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 following previously identified impacts in the 96-EIR-3 would still be expected to occur:

Impacts AQ-3 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

Impact AQ-4 ROG, NOx and ROG emissions from project construction would combine with other cumulative project sources of NOx and ROG emissions in the region. However, because the drive-through project's total emissions of NOx and ROG would not exceed the long term threshold, the project's contribution to cumulative impacts involving NOx and ROG would be considered less than significant (Class III).

Impact AQ-5 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 identifies the potential for overall Specific Plan build out 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.

Project development 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 vehicle queuing (idling) in the drive-through.

A 2011 analysis of GHG emissions for the current Project with and without the drive-through facility was prepared by the applicant's consultant, Dudek. The 2011 analysis measures emissions in terms of Greenhouse Gases. The analysis breaks the projected emissions from the project into three categories: 1. Construction (project year only), 2. Customer Trips, and 3. Vehicle Idling. Estimates for the construction phase were calculated using the URBEMIS 2007 model, which estimated that the construction phase would generate approximately 4 MTCO₂E in 2012. Emissions from customer trips were estimated to be 65 MTCO₂E; using EMFAC2007 model and trip distribution estimates for the McDonald's. Emissions from Vehicle idling were estimated to be 12 MTCO₂E, using EMFAC2007 model and a conservative 3 minute 53 second idling time. This analysis indicates that the proposed project would increase annual emissions from the restaurant by 77 MTCO₂E. While, there are no adopted thresholds of significance for GHG emissions and the methodology of analysis is evolving, using the un-adopted CAPCOA threshold of significance (900 MTCO₂E), the increased emissions would be insignificant.

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 downgraded areas and vegetating areas left undeveloped for more than four weeks, during all earthmoving and ground disturbing activities. **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 NO_x emissions, the following construction equipment control measures shall be implemented:

- a. Equipment engine size and the number of construction equipment operating simultaneously shall be minimized;

- b. Engines and emissions systems shall be maintained in proper operating condition per the manufacturer's instructions;
- b. Two-to-four degree engine timing retard or pre-combustion chamber engines shall be used;
- c. Catalytic converters shall be installed on gasoline-powered equipment, if feasible;
- d. Diesel catalytic converters shall be installed, if available;
- e. Diesel powered equipment shall be replaced by electric equipment whenever feasible;
- f. Construction worker trips shall be minimized by requiring carpooling and by providing for lunch on-site.

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.

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

AQ-3 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. 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. Such heavy vehicles shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if you have a

sleeper berth and you're within 100 feet of a restricted area (residential uses and schools).

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

AQ-4 The following energy-conserving techniques shall be incorporated unless the applicant demonstrates their infeasibility to the satisfaction of Planning & Environmental Review 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-5 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 Camino Real Marketplace, active and passive parkland and related access roads and parking lots. Although the drive-through portion was not developed concurrently with these Specific Plan components, the proposed location was graded at the time of the construction of the existing restaurant, including installation of infrastructure improvements as part of the drainage plan for the entire Specific Plan area.

The proposed Project would incorporate erosion control, restrictions on washing of construction equipment, and incorporation of grease traps and vegetated bio-swales on-site. The Camino Real project as constructed 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 Camino Real 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 Camino Real Specific Plan. In addition, landscaped areas throughout the Camino Real Marketplace & proposed 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 proposed 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 the existing Camino Real drainage system.

Project-Specific Impacts

The drive-through 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: Cumulative impacts on Biological resources would remain the same.

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, 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 drive-through 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.

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

Residual Impacts

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

As a result of the proposed Project, there would be no changes to cultural resources impacts described in the Final EIR. The project site has already been graded. The proposed drive-through is proposed in the same development location as was considered for a drive-through restaurant in 96-EIR-3 and the 1997 Addenda. There are no other aspects of the current project which would increase the potential for significant impacts to cultural resources on or off of the project site.

Project-Specific Impacts

The drive-through 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 remains are encountered during grading, work shall be stopped immediately or redirected and Planning & Environmental Review contacts until a City qualified archaeologist and Native American representative are retained by the applicant to evaluate 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 drive-through restaurant on the project site. The current project proposes the addition of a drive-through facility to the existing McDonald's restaurant. There are no components of the proposed project which would significantly increase the anticipated energy demand for this portion of the Camino Real Specific Plan area. 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 drive-through restaurant portion of the Specific Plan project.

6.2 Electro-Magnetic Fields

Not applicable: 96-EIR-3 did not identify any electro-magnetic fields impacts associated with the drive-through restaurant portion of the Specific Plan project.

Project-Specific Impacts

N/A

Cumulative Impacts

N/A

Mitigation Measures

No mitigation required.

Residual Impacts

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

7. Geological and Drainage Processes

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

The grading and drainage plan for the majority of the Camino Real Specific Plan area has already been implemented and the proposed project site has already been graded. Additional, grading would be limited to the area designated for the drive-through. Site drainage would continue to be served by existing storm water catch basins/drains and pollution prevention interceptors on-site 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 Camino Real 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 Camino Real Specific Plan.

Project-Specific Impacts

The drive-through 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 Paving for the proposed project would increase surface runoff due to a reduction in water percolation through on site soils and reduce plant evapotranspiration (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 biological and water resources discussions 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 Storm water Management Program standards) shall be reviewed and approved by Community Services and Planning & Environmental Review 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, residual project-specific and cumulative impacts would be less than significant.

8. Noise

The proposed Project would not result in changes to Noise impacts described in 96-EIR-3.

The 96-EIR-3 evaluated the noise impacts of the drive-through restaurant as part of the overall CR Specific Plan build out. The proposed drive-through project would

contribute to slightly increased ADT volumes through the generation of an additional 299 Average Daily Trips, when accounting for the pass by reduction of 25 percent. The 96-EIR-3 determined that the increases would not substantially increase existing CNEL values associated with existing traffic and the Santa Barbara Airport operations. The 96-EIR-3 identified adverse but less than significant noise impacts related to traffic generated by the CR Specific Plan build out.

Project-Specific Impacts

The drive-through component of the Specific Plan would still contribute to the following impacts:

Impact NS-1: *Businesses on the east side of Storke Road would be exposed to potentially significant short-term noise levels (exceeding 65 dBA) during the construction phase of the drive-through. (Class II)*

Cumulative Impacts

Traffic associated with the drive-through project 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 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 Review. 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 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.

Residual Impacts

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

9. Traffic and Transportation

As stated earlier in this document, 96-EIR-3 evaluated the impacts of a restaurant with a drive-through on-site as part of the overall build-out of the Camino Real Specific Plan area. The discussion below is updated to reflect the current drive-through project and current physical setting. In addition this section includes traffic data from the most recent Associated Transportation Engineers (ATE) Traffic Studies for the McDonald's restaurant.

The McDonald's drive-through Project will incorporate a number of components, which will serve to minimize the air quality impacts associated with vehicle related emissions.

Circulation: The applicant is proposing to install a "pork-chop" style traffic control device (median extension) will be installed along Marketplace Drive south of the existing restaurant that will prevent traffic from off of Storke road from turning into Home Depots first driveway, as well as eliminate left hand turns from McDonald's first driveway onto Marketplace Drive. This improvement will eliminate potential stacking difficulties and congestion along Marketplace and Storke, improving site circulation.

Pedestrian Access: The applicant is proposing to install crosswalks across Storke Road at Marketplace Drive, as well as the installation of a sidewalk at the Camino Real Marketplace entry with associated signal light improvements to improve pedestrian access at the Camino Real Marketplace.

A comparison of restaurant related vehicle trips associated with the addition of a drive-through facility to the existing McDonald's restaurant showed an increase in trip generation consisting of 299 new average daily trips (ADT), and 12 and 17 new AM and PM peak hour trips, respectively, when accounting for a 25 percent pass by reduction.

ATE prepared a recent traffic study (May 2010) which considers the current drive-through project against the existing roadway network setting. This study finds that no

new significant traffic impacts would result from the proposed project development and operations. In addition, when the drive-through traffic is considered based on the existing setting (e.g., Camino Real Marketplace is operational), the increased traffic generated by the drive-through project would not trigger project specific or cumulative traffic impacts as indicated in the tables below.

Existing + Project Roadway Volumes
(Table 6 from 5/10 ATE Traffic Study)

Roadway Segment	Acceptable Capacity	Existing ADT	Project Added ADT	% Change	Impact
Hollister Avenue e/o Storke Road	34,000	20,900	104 ADT	0.5%	NO
Hollister Avenue w/o Storke Road	34,000	26,300	21 ADT	0.1%	NO
Storke Road n/o Hollister Ave	34,000	33,800	83 ADT	0.4%	NO
Storke Road s/o Marketplace Drive	34,000	17,600	83 ADT	0.5%	NO

Existing + Project A.M. Peak Hour Levels of Service
(Table 7 from 5/10 ATE Traffic Study)

Intersection	Existing		Existing + Project		Project Added Trips	Impact
	ICU	LOS	ICU	LOS		
Hollister Avenue/Storke Road	0.61	B	0.61	B	13 ADT	NO
Storke Road/Marketplace Drive	0.35	A	0.36	A	18 ADT	NO

Existing + Project P.M. Peak Hour Levels of Service
(Table 8 from 5/10 ATE Traffic Study)

Intersection	Existing		Existing + Project		Project Added Trips	Impact
	ICU	LOS	ICU	LOS		
Hollister Avenue/Storke Road	0.74	C	0.74	C	12 ADT	NO
Storke Road/Marketplace Drive	0.53	A	0.53	A	17 ADT	NO

Cumulative and Cumulative + Project Roadway Volumes
(Table 9 from 5/10 ATE Traffic Study)

Roadway Segment	Acceptable Capacity	Cumulative ADT	Cumulative + Project ADT	Project Added ADT	% Change	Impact
Hollister Avenue e/o Storke Road	34,000	30,123	30,227	104 ADT	0.3%	NO
Hollister Avenue w/o Storke Road	34,000	32,736	32,757	21 ADT	0.1%	NO
Storke Road n/o Hollister Ave	34,000	40,374	40,498	83 ADT	0.3%	NO
Storke Road s/o Marketplace Drive	34,000	27,038	27,121	83 ADT	0.3%	NO

Cumulative and Cumulative + Project A.M. Peak Hour Levels of Service
(Table 8 from 5/10 ATE Traffic Study)

Intersection	Existing		Existing + Project		Project V/C Change	Impact
	ICU	LOS	ICU	LOS		
Hollister Avenue/Storke Road	0.73	C	0.75	C	0.002	NO
Storke Road/Marketplace Drive	0.39	A	0.39	A	0.004	NO

Cumulative and Cumulative + Project P.M. Peak Hour Levels of Service
(Table 9 from 5/10 ATE Traffic Study)

Intersection	Existing		Existing + Project		Project V/C Change	Impact
	ICU	LOS	ICU	LOS		
Hollister Avenue/Storke Road	0.92	E	0.002	E	0.001	NO
Storke Road/Marketplace Drive	0.65	B	0.004	B	0.004	NO

Parking Supply

The Camino Real Project EIR evaluated the adequacy of a total of 2,664 parking spaces. The amount of parking was reduced to 2,560 spaces when the project was redesigned to address Airport Land Use Commission concerns. A series of minor modifications, including the recent Best-Buy expansion project, reduced the current supply of parking spaces to 2,459. Nine additional spaces would be lost under the current proposal. Based on ULI shared parking methodology used by the 2011 ATE study, peak weekend demand was determined to be 2,166, which makes the remaining supply of 2,450 parking spaces more than adequate.

Per the Section 35-262.2.c of the Goleta Zoning ordinance non-residential structures are required to provide all required parking spaces within 500 feet of the main building. The proposed project would reduce the number of parking spaces within the 500 foot radius to 604 parking spaces. Peak Friday parking demand forecast based on 2011 parking survey estimates from the addendum to the supplemental parking analysis, the peaking demand to be 375, within the 500 foot radius. As the amount of parking (604) would continue to exceed the estimated peak hour demand (375), impacts are considered less than significant.

Project Specific Impacts

The drive-through component of the Specific Plan would still contribute to the following impacts:

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

Impact T-2 *Increased vehicle trips to the Storke Road/Marketplace Drive intersection and Storke Road/Hollister Avenue intersection (Class III).*

Cumulative Impacts

The drive-through 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 median improvements along Marketplace drive at the Home Depot eastern most drive way (on Marketplace Drive and Storke Road). **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 The applicant shall make sidewalk improvements that will be installed along the northern frontage of Marketplace Drive immediately south of the restaurant, as well as west of the proposed drive-through exit. Additional sidewalk striping across Storke Road and an associated signal modification at Storke Road – Marketplace **Plan Requirements & Timing:** Improvements shall be included on project plans for LUP submittal.

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.

10. Water Resources

The proposed Project will increase the square footage of impervious surfaces on the site by 819 square feet. The existing Specific Plan drainage design developed as part of the Camino Real 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 increase run off would continue to be conveyed through the existing drainage system. The existing drainage system built to accommodate runoff from the Camino Real Marketplace, would not be significantly, impacted by the additionally runoff created by the proposed project. The natural area for bio-filtration was previously engineered to hold a 100-year flood event for all development considered in the Camino Real 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 drive-through component of the Specific Plan would still contribute to the following impacts:

Impact WR-1 *Increased runoff from increased impervious surfaces could result in sedimentation and therefore decreased water quality in Devereux Slough (Class II).*

Impact WR-2 *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-3 *Potential flood impacts could arise if project designs for conveyance of drainage are inadequate (Class II).*

Cumulative Impacts

The drive-through component of the Specific Plan would still contribute to the following cumulative impacts:

Impact WR-5 *Drive-through project would contribute to significant cumulative water supply impacts under community build out (Class II).*

Impact WR-6 *Drive-through project would contribute to runoff of pollutants as a result of increased impervious surfaces, pesticides and herbicide use and oil and grease residues that will result in water quality impacts considering to Devereux Slough (Class II).*

Mitigation Measures

The following mitigation measures would be required.

WR-1 Exterior water demand shall be limited by use of drip irrigation of other water conserving methods, grouping plant materials by water needs, and use of extensive mulching to improve water holding capacity of soils. **Plan Requirements and Timing:** Landscape plan will be submitted for review and approval by DRB prior to issuance of LUPs.

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

WR-2 The drainage plan shall include filters installed in paved areas to reduce oil and grease pollutions from entering the Devereux Slough. The plan shall include specifications for the filters to be maintained in working order. **Plan Requirements and Timing:** Design details of the bio swales 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 inspect and verify installation of all water conserving measures prior to occupancy clearance.

WR-3 Outdoor water use shall be limited through the following measures: (i) landscaping shall be primarily with native and/or drought tolerant species; and (ii) soil moisture sensing devices shall be installed to prevent un-necessary irrigation. **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.

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 Storm water Management Program. **Plan Requirements and Timing:** Detailed final grading and drainage plans shall be submitted to Community Services and Planning & Environmental Review 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.

I. CONCLUSION

The Project is not expected to result in any new environmental impacts or substantive changes to mitigation measures identified in the Final EIR.

ATTACHMENTS

1. Proposed Project Plans
2. 96-EIR-003: Project Description Overview; Camino Real Specific Plan Site Plan; Table 1-1: Summary of Environmental Impacts and Mitigations

ATTACHMENT 1

Proposed Project Plans

McDONALD'S USA, LLC PROPOSED DRIVE-THRU PRELIMINARY GRADING AND DRAINAGE PLAN

CITY OF GOLETA
STATE OF CALIFORNIA

SHEET INDEX

- C-1 COVER
- C-2 NOTES
- C-3 ONSITE GRADING & DRAINAGE
- C-4 OFFSITE PRIVATE IMPROVEMENTS
- C-5 OFFSITE PUBLIC IMPROVEMENTS
- C-6 CROSS-SECTIONS & DETAIL

STANDARD PLANS

COUNTY OF SANTA BARBARA, 1997

- 3-025 SPANDREL AND CROSS GUTTERS
- 3-050 WHEELCHAIR RAMP FOR DRIVEWAY - TYPE 1
- 3-100 CURB, GUTTER AND CROSS GUTTER
- 3-110 MONOLITHIC CURB AND SIDEWALK
- 4-060 WHEELCHAIR RAMP
- 4-065 WHEELCHAIR RAMP DETAILS
- APPENDIX 7 DESIGN AIDS FIGURE 2

AMERICAN PUBLIC WORKS ASSOCIATION OF SOUTHERN CALIFORNIA (GREEN BOOK), 2006

- 122-1 CROSS AND LONGITUDINAL GUTTERS
- 133-1 ASPHALT CONCRETE PAVEMENT REPLACEMENT
- 141-1 MEDIAN FLARE

CALIFORNIA MUTCD, 2006

- PART 2 SIGNS
- PART 3 MARKINGS

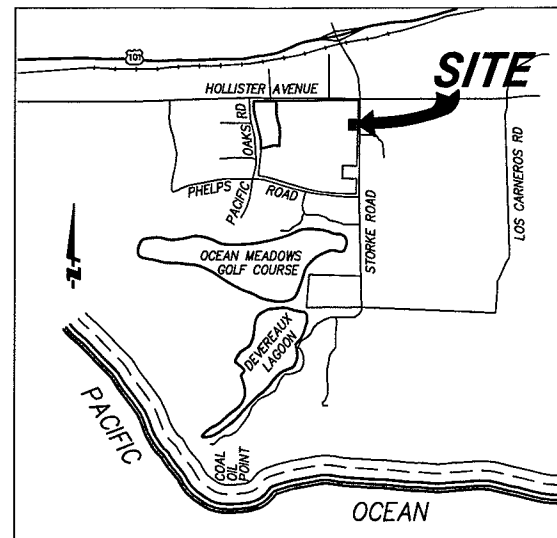
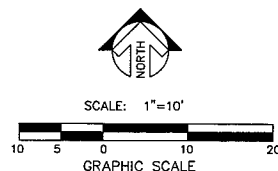
SURVEY DATA

TOPOGRAPHIC SURVEY BY GILMOUR LAND SURVEYING, LLC

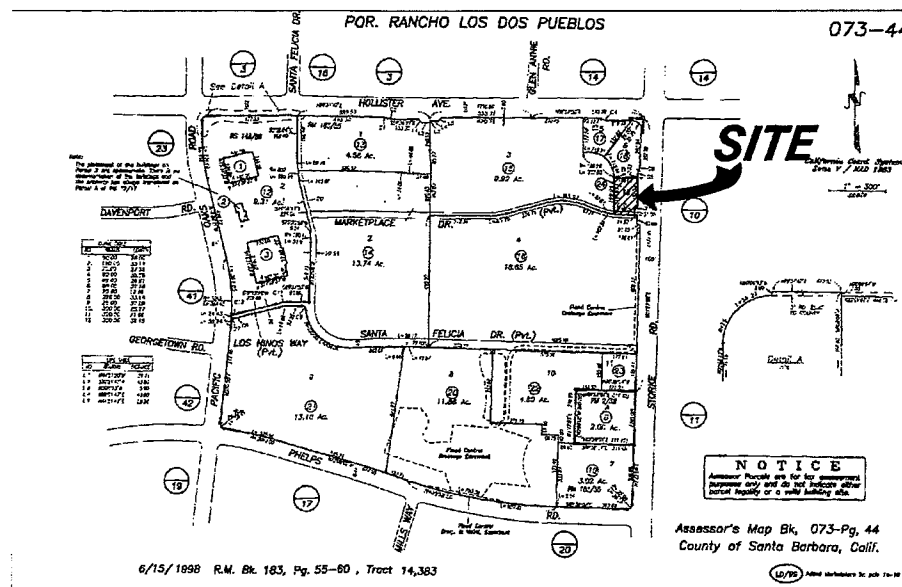
A.P.N. 073-440-024
IN THE CITY OF GOLETA
CAMINO REAL MARKETPLACE
LOT 12, TRACT 14,383, Bk 183, Pg. 55 et seq.
AT THE REQUEST OF DUDEK
NOVEMBER 2008 SCALE 1" = 10'
REV. 11-11-08

BOUNDARY AND EASEMENTS SHOWN PER RECORD MAP BOOK 183, PAGE 55-61, AS FILED IN THE OFFICE OF THE COUNTY RECORDER.

BENCHMARK: NGS BENCHMARK "E 64 RESET" PID: EW3791 ELEVATION 62.81 ft. NAVD 88
LOCAL BENCHMARKS SHOWN AS "CP"



VICINITY MAP
SCALE: N.T.S.



ASSESSORS PARCEL MAP
SCALE: N.T.S.

PROJECT DATA

OWNER: CAMINO REAL II, LLC
THE MARKETPLACE
7004 MARKET PLACE
GOLETA, CA.
CONTACT: MARK LINEHAN

CIVIL ENGINEER: DUDEK
621 CHAPALA STREET
SANTA BARBARA, CA.
CONTACT: TOM EVANS, PE

APPLICANT: McDONALD'S USA, LLC
3800 KILROY AIRPORT WAY,
STE. 200
LONG BEACH, CA 90806
562.753.2001
562.753.2077
CONTACT: MEL CRUZ

SURVEYOR: GILMOUR LAND SURVEYING, LLC
7127 HOLLISTER AVE.#25A-301
GOLETA, CA
CONTACT: CHRIS GILMOUR, PLS

AGENT CONTACT: DUDEK
621 CHAPALA STREET
SANTA BARBARA, CA
805.963.0651
805.963.2074
CONTACT: TROY WHITE, AICP

TRAFFIC ENGINEER: ATE
100 NORTH HOPE AVENUE
SUITE#4
SANTA BARBARA, CA
CONTACT: SCOTT SCHELL

ADDRESS: 6900 MARKETPLACE DRIVE
GOLETA, CA.

ASSESSORS PARCEL NO.: 073-440-024

TOTAL LOT AREA: 0.637 ACRES (GROSS)/0.538 ACRES (NET)

G.P. LANDUSE: CR (REGIONAL COMMERCIAL)

ZONING: SC (SHOPPING CENTER)

LANDSCAPING: EXISTING: 7,629 SQ. FT. (32.6%)
PROPOSED: 6,043 SQ. FT. (25.8%)

NOTE: MINOR LANDSCAPE CHANGE OF -54 SF TO OFFSITE LOCATIONS (APN 073-440-016, -018) FOR SITE CIRCULATION IMPROVEMENTS.

BUILDING INFORMATION:

TYPE OF PROJECT: PROPOSED DRIVE THRU LANE
CONSTRUCTION TYPE: V-N
BUILDING CODE: 2007

McDONALD'S PARKING REQUIREMENTS:

REQUIRED PARKING: 2,828 SF/200=14 SPACES
EXISTING PARKING: 15 SPACES (PLUS 40 RECIPROCAL)
PARKING AFTER REMODEL: 6 SPACES (PLUS 40 RECIPROCAL)
TOTAL PARKING PROVIDED: 46 SPACES

EARTHWORK QUANTITIES

CUT: 125 C.Y.
FILL: 0 C.Y.

IMPORTANT NOTICE
Section 4216/4217 of the Government Code requires a DigAlert Identification Number be issued before a "Permit to Excavate" will be valid. For your DigAlert ID. Number Call Underground Service Alert

TOLL FREE 1-800-422-4133
Two working days before you dig

UNDERGROUND SERVICE ALERT

CALL BEFORE YOU DIG
CALL: TOLL FREE 1-800-422-4133

REV.	DESCRIPTION	APP'D	DATE	CITY OF GOLETA			
				PROJECT TITLE MCDONALD'S DRIVE-THRU CAMINO REAL SHOPPING CENTER GOLETA, CALIFORNIA			
DRAWN BY: NSL		DESIGNED BY: NSL		CHECKED BY: TCE		APPROVED:	
				CITY ENGINEER		DATE	
				PUBLIC WORKS		EXPIRES:	
				RECOMMENDED BY:			
SPEC. NUMBER		PROJ. NUMBER					
F.B.	PG.	SHEET	1 OF 6	C-1			

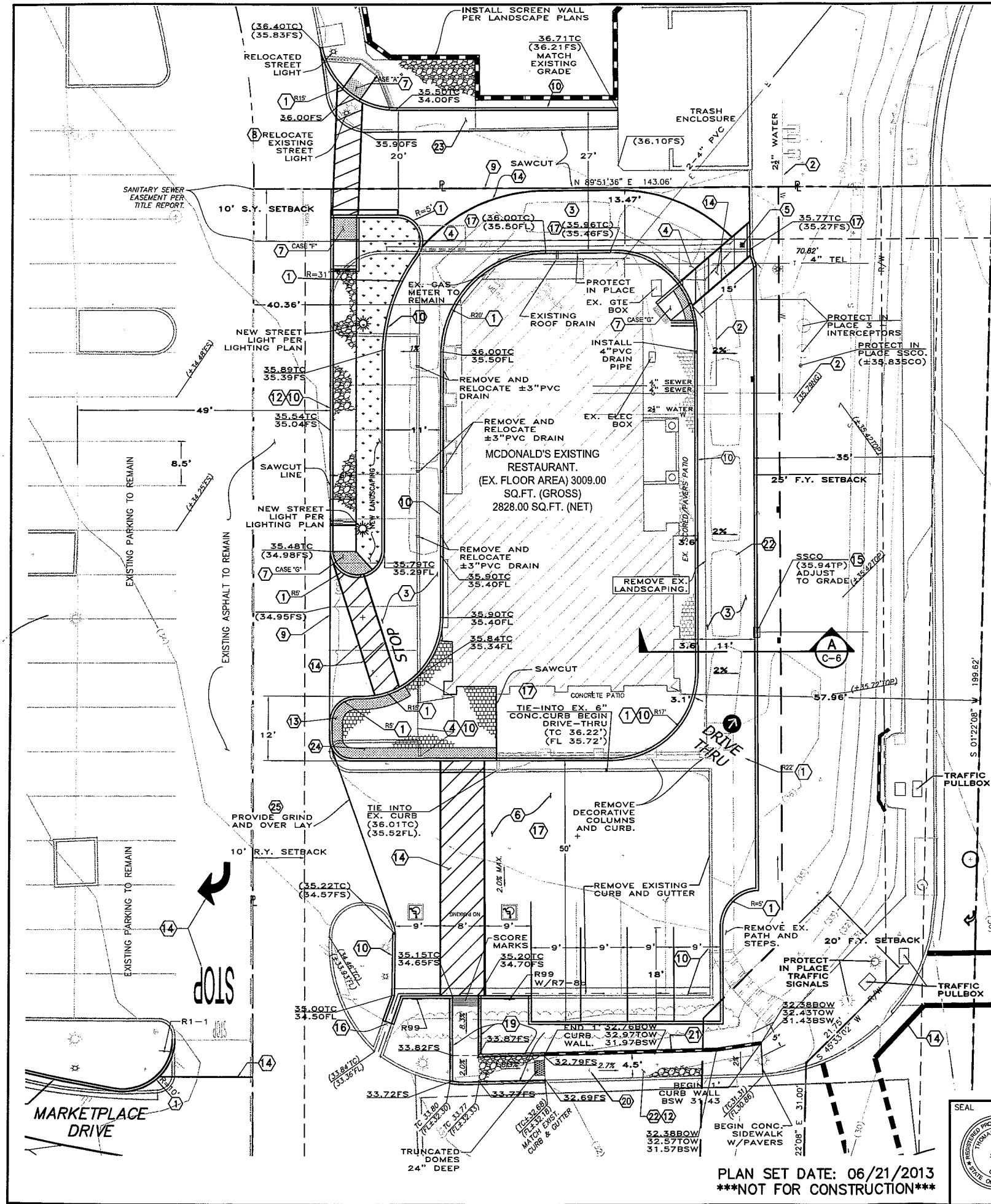
SEAL

PREPARED BY:
DUDEK
* 621 CHAPALA * Santa Barbara, California * 93101 *
* Phone (805) 963-0651 *

34611 6/21/13
THOMAS C. EVANS R.C.E. NO. DATE

PLAN SET DATE: 06/21/2013
NOT FOR CONSTRUCTION

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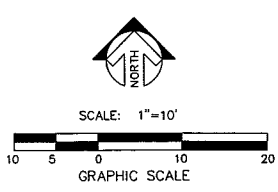
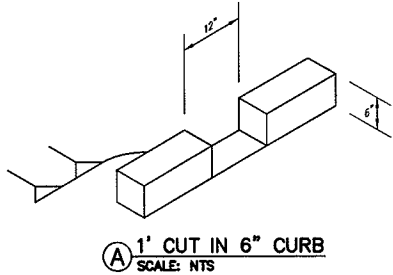


CONSTRUCTION NOTES:

- 1 INSTALL STANDARD RADIUS SIZE PER PLAN.
- 2 LOCATIONS OF EXISTING UTILITIES TO EXISTING BUILDING ARE SHOWN APPROXIMATELY PER OWNER PROVIDED PLANS. CONTRACTOR TO LOCATE POTENTIALLY CONFLICTING PIPES AND NOTIFY ENGINEER OF ACTUAL CONFLICTS PRIOR TO ANY SUB-GRADE WORK.
- 3 CONSTRUCT CONCRETE PAVEMENT PER ARCHITECTURAL PLAN
- 4 REMOVE EXISTING HANDICAP RAMP.
- 5 REMOVE EX. 12"x12" GRATE. REPLACE WITH KRISTAR 16"x16" GRATE AND INSERT PER DETAIL SHEET 6. REMOVE AND REPLACE DRAIN LINE AS NEEDED TO ESTABLISH FALL OF 2% MIN.
- 6 PLACE VARIABLE DEPTH A.C. OVERLAY TO MEET ADA REQUIREMENT OF 2% MAX GRADE
- 7 CONSTRUCT HANDICAP CURB RAMP PER CALTRANS DTL AB8A.
- 8 REMOVE AND RELOCATE LIGHTING STANDARD PER PLAN.
- 9 SAWCUT AC PAVEMENT. SUBGRADE MATERIAL SHALL BE COMPACTED TO A RELATIVE COMPACTON OF 95%.
- 10 CONSTRUCT 6" CONCRETE CURB, TYPE A-1 PER COUNTY OF SANTA BARBARA STD. PLATE 3-100. PLACE AC TO MATCH WHERE NEEDED.
- 11 CONSTRUCT 1" CUT IN 6" CONCRETE CURB PER DETAIL "A", SEE DETAIL THIS SHEET.
- 12 CONSTRUCT SIDEWALK PER SB CNTY STND. 4-040. ADD COBBLESTONE PAVERS TO MATCH EXISTING SIDEWALKS IN SHOPPING CENTER.
- 13 TRUNCATED DOMES 24" MIN. DEPTH PER DRAFT GUIDELINES FOR ACCESSIBLE PUBLIC RIGHTS OF WAY, PER WWW.ACCESSBOARD.GOV
- 14 PAINT PAVEMENT MARKING PER CALIFORNIA MUTCD STANDARD.
- 15 LOWER TO GRADE.
- 16 MATCH EXISTING CONCRETE SPILLWAY TO SAW-CUT LOCATION
- 17 MATCH EXISTING CONCRETE CURB AT GRADE.
- 18 INSTALL SIGN AS INDICATED ON PLAN.
- 19 ADD HAND RAILS TO BOTH SIDES OF THE PEDESTRIAN RAMP.
- 20 RELOCATE SIGN AS INDICATED ON PLAN.
- 21 30" CURB WALL, 12" EXPOSED AT BACK OF WALK (6" THICK) CHAMFER ALL EXPOSED EDGES.
- 22 REMOVE LANDSCAPING AND RECONFIGURE IRRIGATION TO MATCH NEW LAYOUT.
- 23 SAWCUT AND REMOVE AC, CONCRETE, AND BASE. MATCH NEW DRIVEWAY TO EXISTING GRADE.
- 24 REMOVE AND REPLACE WITH YELLOW STAMPED CONCRETE TO MATCH EXISTING PATIO. ALLOW FOR TREE WELL PER LANDSCAPE PLANS.
- 25 PROVIDE MIN. (0.1') GRIND AT ALL EDGES AND THE NORTHERLY HALF OF PARKING LOT. USE STRINGLINE TO VERIFY MINIMUM 0.1' DEPTH OF NEW AC. EXTEND GRIND AREA IF NEEDED TO OBTAIN 0.1' MIN.

LEGEND:

- 16" FLUSH AREA DRAIN (NDS #05 OR EQUAL) WITH KRISTAR FILTER.
- EXISTING SURFACE DRAINAGE
- RETAINING WALL
- DETAIL SHEET NUMBER
- RIDGE
- PROP. CONTOUR
- EXIST. CONTOUR
- PROPERTY LINE
- COBBLE STONE PAVERS
- EASEMENT LINE
- SAWCUT LINE
- EX. STAMPED CONCRETE
- EX. PAVEMENT
- NEW CONCRETE DRIVE-THRU
- NEW ASPHALT
- NEW HC RAMP
- NEW LANDSCAPE
- BOW BACK OF WALL
- BSW BACK OF SIDEWALK
- EX. EXISTING
- FF FINISHED FLOOR
- FG FINISHED GRADE
- FL FLOWLINE
- FS FINISHED SURFACE
- HP HIGH POINT
- INV INVERT
- P/L, PL PROPERTY LINE
- R/W, RW RIGHT OF WAY
- SS SANITARY SEWER
- SQ.FT. SQUARE FEET
- TC TOP OF CURB
- TG TOP OF GRATE
- TP TOP OF PAVEMENT
- TOW TOP OF WALL



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TOLL FREE 1-800-422-4133
Two working days before you dig

UNDERGROUND SERVICE ALERT
CALL BEFORE YOU DIG
CALL: TOLL FREE 1-800-422-4133

REV.	DESCRIPTION	APP'D	DATE

CITY OF GOLETA

PRELIMINARY GRADING & DRAINAGE
MCDONALD'S DRIVE-THRU
CAMINO REAL SHOPPING CENTER
GOLETA, CALIFORNIA

DRAWN BY: NSL DESIGNED BY: NSL CHECKED BY: TCE

APPROVED: _____ DATE _____

CITY ENGINEER PUBLIC WORKS _____ DATE _____

RCE: _____ EXPIRES: _____

RECOMMENDED BY: _____

SPEC. NUMBER _____ PROJ. NUMBER _____

F.B. PG. SHEET 3 OF 6 C-3

SEAL

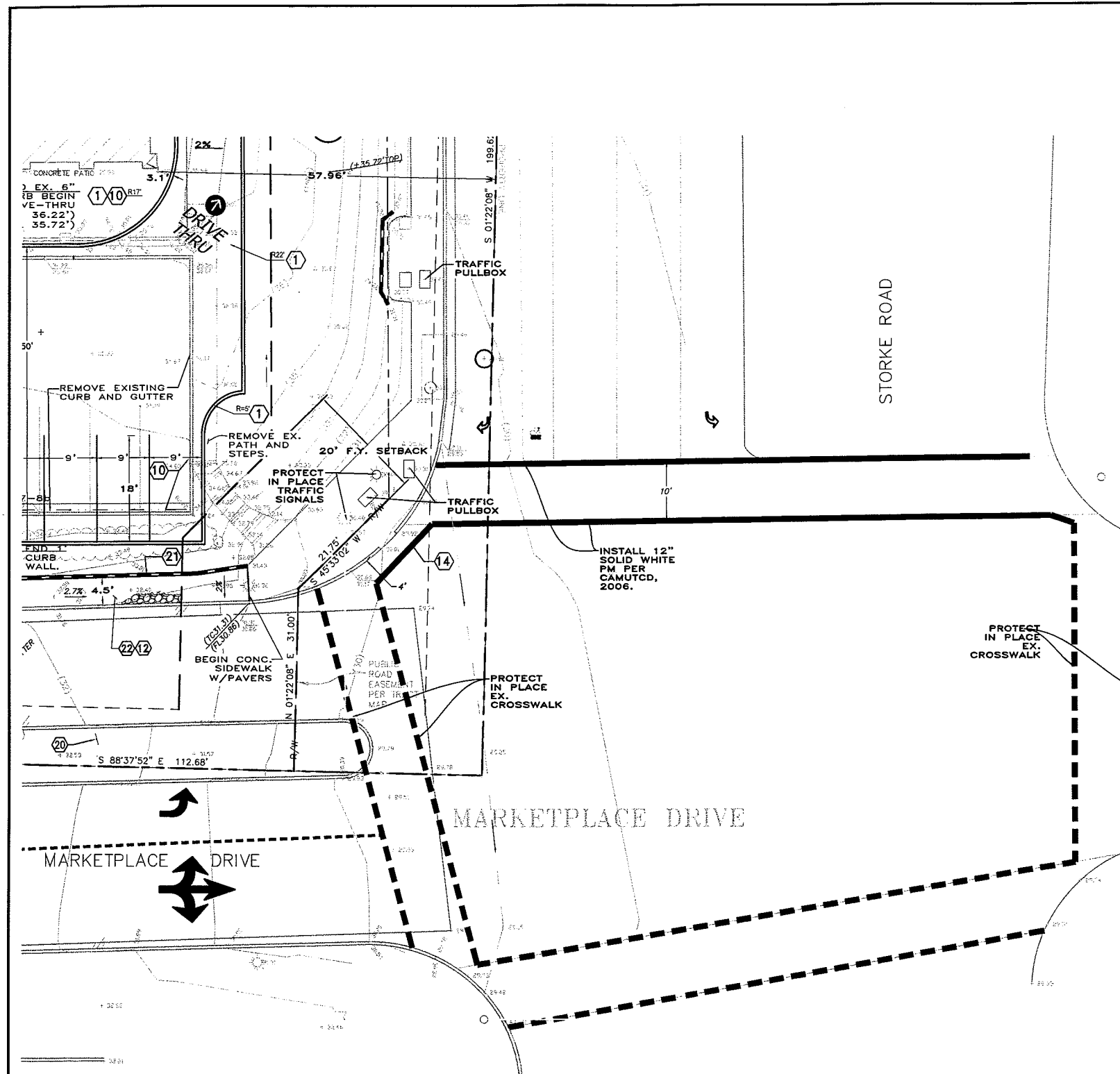
PREPARED BY: **DUDEK**
621 CHAPALA • Santa Barbara, California • 93101 •
Phone (805) 963-0651

THOMAS C. EVANS
R.C.E. NO. 34611 DATE 6/21/13

REVIEWED: _____ DATE _____

REVIEWED: _____ DATE _____

PLAN SET DATE: 06/21/2013
NOT FOR CONSTRUCTION



CONSTRUCTION NOTES:

- ① INSTALL STANDARD RADIUS SIZE PER PLAN.
- ② CONSTRUCT 6" CONCRETE CURB AND GUTTER, TYPE SB-18 PER COUNTY OF SANTA BARBARA STD. PLATE 3-100 (MODIFIED) WITH CURB CUT PER DETAIL "A", THIS SHEET.
- ③ CONSTRUCT AC PAVEMENT CONSISTING OF 3.5" AC OVER 6" C.M.B. OR PER SOIL ENGINEER RECOMMENDATION.
- ④ REMOVE EXISTING HANDICAP RAMP.
- ⑤ REMOVE EX. 12"x12" GRATE. REPLACE WITH KRISTAR 12"x12" GRATE AND INSERT PER DETAIL SHEET 6.
- ⑥ SAWCUT AND REMOVE ASPHALT AND BASE. INSTALL SIDEWALK PER COUNTY OF SANTA BARBARA STD. PLATE 3-050 WITH A LANDSCAPED MEDIAN. (SEE LANDSCAPE PLANS) SIDEWALK SHALL BE STAMPED RED COBBLE STONE.
- ⑦ CONSTRUCT HANDICAP CURB RAMP PER COUNTY OF SANTA BARBARA STANDARD PLATE 4-060, MIBLOCK W/TRUNCATED DOMES.
- ⑧ REMOVE AND RELOCATE LIGHTING STANDARD PER PLAN.
- ⑨ SAWCUT AC PAVEMENT. REPLACE PER APWA-SOCAL STND. PLAN 133-1 CASE II. SUBGRADE MATERIAL SHALL BE COMPACTED TO A RELATIVE COMPACTION OF 95%.
- ⑩ CONSTRUCT 6" CONCRETE CURB, TYPE A-1 PER COUNTY OF SANTA BARBARA STD. PLATE 3-100.
- ⑪ CONSTRUCT 1' CUT IN 6" CONCRETE CURB PER DETAIL "A".
- ⑫ CONSTRUCT SIDEWALK PER SB CNTY STND. 4-040. FINISH PER ARCHITECTURAL PLANS.
- ⑬ CONSTRUCT ACCESS RAMP PER COUNTY OF SANTA BARBARA STD. PLATE 3-050 WITH TRUNCATED DOMES.
- ⑭ PAINT PAVEMENT MARKING PER CALIFORNIA MUTCD STANDARD.
- ⑮ LOWER TO GRADE.
- ⑯ REMOVE EXISTING CONCRETE CURB AND DISCARD AT APPROVED OFFSITE LOCATION.
- ⑰ REMOVE EXISTING CURB AND GUTTER AND DISCARD AT APPROVED OFFSITE LOCATION.
- ⑱ CONSTRUCT 6" CONCRETE CURB AND GUTTER, TYPE SB-18 PER COUNTY OF SANTA BARBARA STD. PLATE 3-100.
- ⑲ REMOVE AND DISCARD AT APPROVED OFFSITE LOCATION.
- ⑳ RELOCATE SIGN AS INDICATED ON PLAN.
- ㉑ INSTALL CROSS GUTTER PER APWA 122-1. TIE-INTO EX. CURB AND GUTTER MONOLITHICALLY PER COUNTY OF SANTA BARBARA STD. PLATE 3-100.
- ㉒ REMOVE LANDSCAPING AND RECONFIGURE IRRIGATION TO MATCH NEW LAYOUT.
- ㉓ SAWCUT AND REMOVE AC AND BASE. MATCH NEW DRIVEWAY TO EXISTING GRADE.

NOTE: SEE PLANS BY TRAFFIC ENGINEER FOR SIGNAL MODIFICATIONS.

LEGEND:

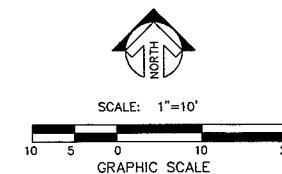
- 12" FLUSH AREA DRAIN (NDS #05 OR EQUAL) WITH KRISTAR FILTER.
- EXISTING EXISTING BLDG./PORCH
- RETAINING WALL
- SURFACE DRAINAGE
- DETAIL SHEET NUMBER
- RIDGE
- PROP. CONTOUR
- EXIST. CONTOUR
- PROPERTY LINE
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- EASEMENT LINE
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- SQ.FT. SQUARE FEET
- TC TOP OF CURB
- TG TOP OF GRATE
- TP TOP OF PAVEMENT
- TOW TOP OF WALL

SURVEY NOTES:

BOUNDARY AND EASEMENTS SHOWN PER RECORD MAP BOOK 183, PAGE 55-61 AS FILED IN THE OFFICE OF THE COUNTY RECORDER.

BENCHMARK: NGS BENCHMARK "E 64 RESET" PID: EW3791 ELEVATION 62.81 ft. NAVD 88 LOCAL BENCHMARKS SHOWN AS "CP"

**PLAN SET DATE: 06/21/2013
NOT FOR CONSTRUCTION**



IMPORTANT NOTICE
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TOLL FREE 1-800-422-4133
Two working days before you dig

UNDERGROUND SERVICE ALERT
CALL BEFORE YOU DIG
CALL: TOLL FREE 1-800-422-4133

REV.	DESCRIPTION	APP'D	DATE
CITY OF GOLETA			
PRELIMINARY PUBLIC IMPROVEMENTS MCDONALD'S DRIVE-THRU CAMINO REAL SHOPPING CENTER GOLETA, CALIFORNIA			
DRAWN BY: NSL		DESIGNED BY: NSL	
CHECKED BY: TCE		APPROVED:	
CITY ENGINEER		DATE	
PUBLIC WORKS		EXPIRES:	
RECOMMENDED BY:			
SPEC. NUMBER		PROJ. NUMBER	
F.B.	PG.	SHEET 4 OF 6	C-4

SEAL

PREPARED BY:
DUDEK
• 621 CHAPALA • Santa Barbara, California • 93101 •
• Phone (805) 963-0651 •

THOMAS C. EVANS
R.C.E. NO. 34611
DATE 6/21/13

REVIEWED: _____ DATE _____
REVIEWED: _____ DATE _____

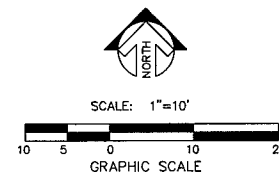
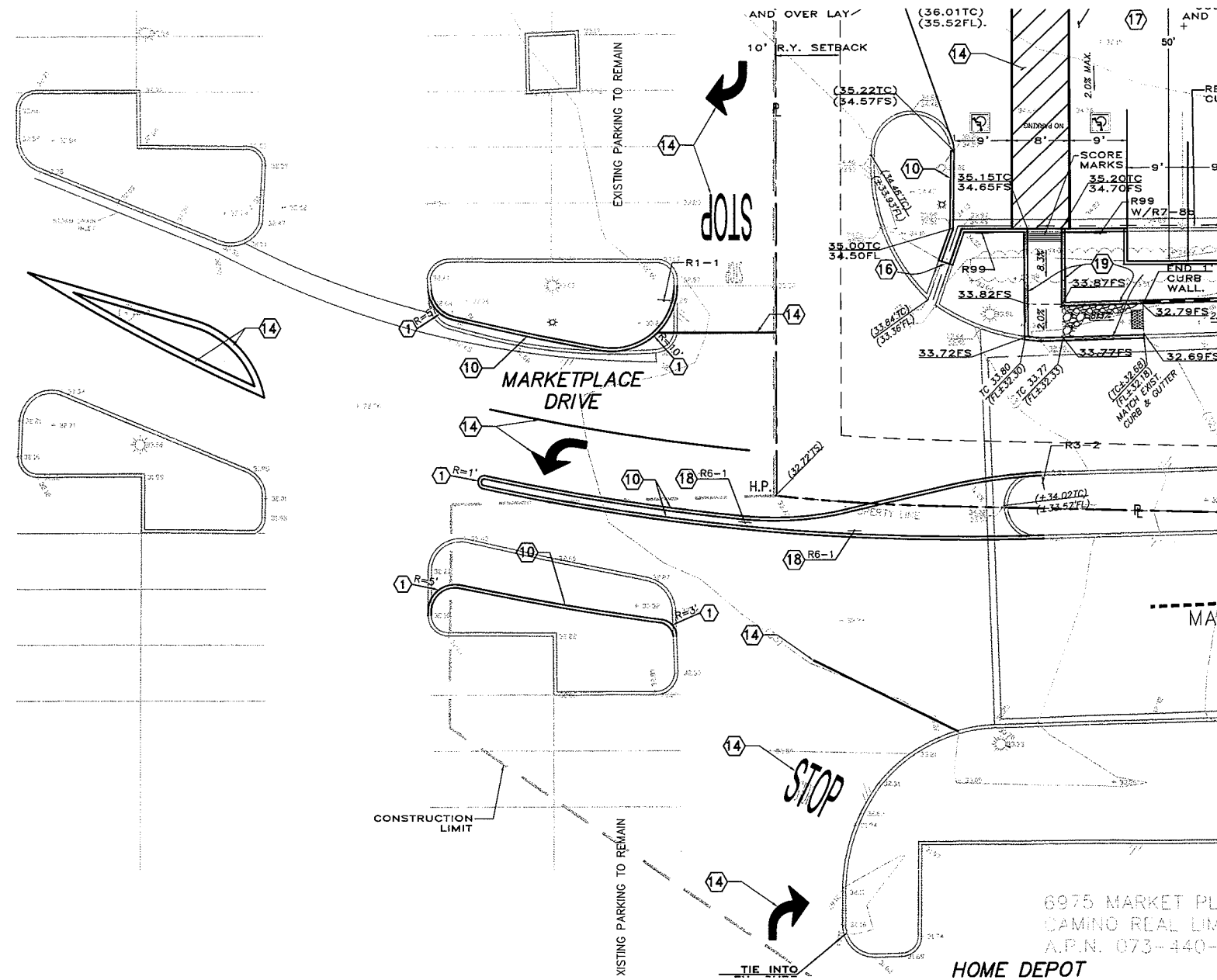
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CONSTRUCTION NOTES:

- 1) INSTALL STANDARD RADIUS SIZE PER PLAN.
- 2) CONSTRUCT 6" CONCRETE CURB AND GUTTER, TYPE SB-18 PER COUNTY OF SANTA BARBARA STD. PLATE 3-100 (MODIFIED) WITH CURB CUT PER DETAIL "A", THIS SHEET.
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- 20) INSTALL CROSS GUTTER PER APWA 122-1. TIE-INTO EX. CURB AND GUTTER MONOLITHICALLY PER COUNTY OF SANTA BARBARA STND. PLATE 3-100.
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- 22) SAWCUT AND REMOVE AC AND BASE. MATCH NEW DRIVEWAY TO EXISTING GRADE.

LEGEND:

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TOLL FREE 1-800-422-4133
Two working days before you dig

UNDERGROUND SERVICE ALERT
 CALL BEFORE YOU DIG
CALL: TOLL FREE 1-800-422-4133

REV.	DESCRIPTION	APP'D	DATE

CITY OF GOLETA

OFFSITE PRIVATE IMPROVEMENTS
MCDONALD'S DRIVE-THRU
CAMINO REAL SHOPPING CENTER
GOLETA, CALIFORNIA

DRAWN BY: NSL DESIGNED BY: NSL CHECKED BY: TCE

APPROVED: _____ DATE _____

CITY ENGINEER PUBLIC WORKS RCE: _____ EXPIRES: _____

RECOMMENDED BY: _____

SPEC. NUMBER _____ PROJ. NUMBER _____

F.B. PG. SHEET 5 OF 6 C-5

SEAL:

PREPARED BY: **DUDEK**
621 CHAPALA • Santa Barbara, California • 93101 •
Phone (805) 963-0651

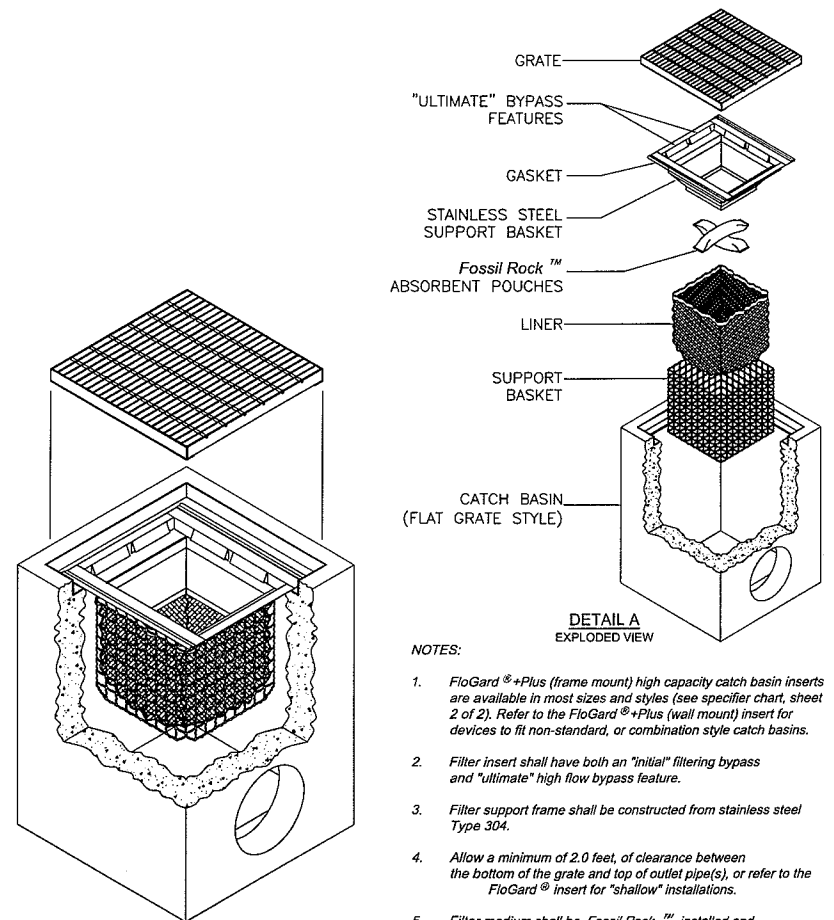
THOMAS C. EVANS R.C.E. NO. 34611 DATE 6/21/13

REVIEWED: _____ DATE _____

REVIEWED: _____ DATE _____

PLAN SET DATE: 06/21/2013
NOT FOR CONSTRUCTION

FGP-0001



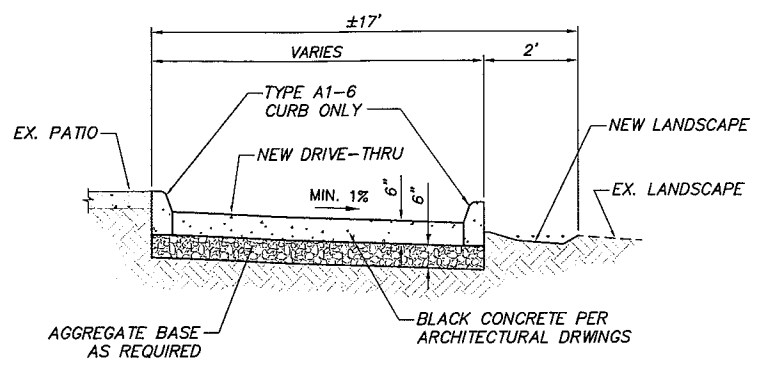
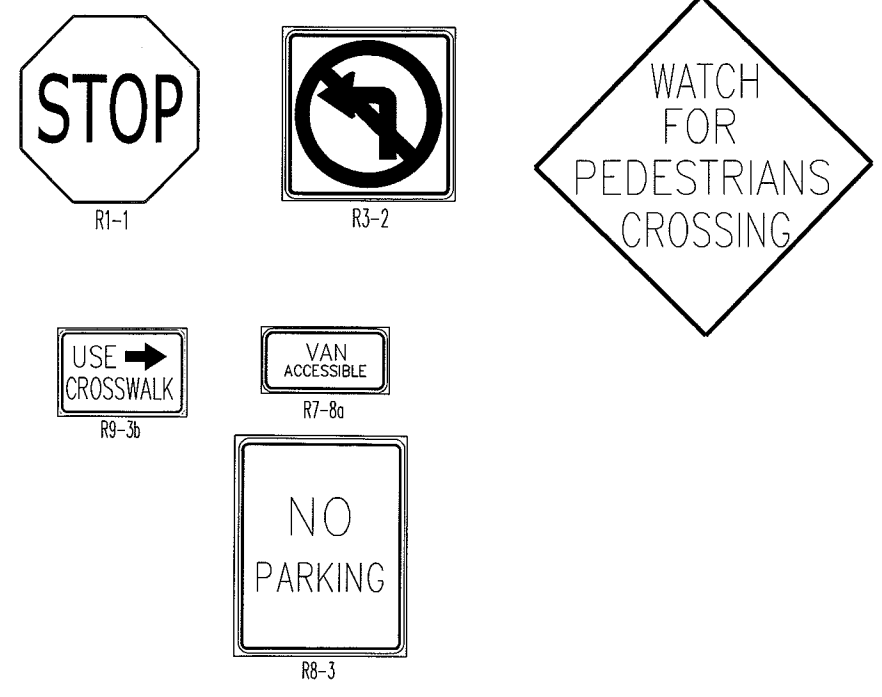
FLOGARD+PLUS® FILTER
-INSTALLED INTO CATCH BASIN-

- NOTES:**
1. FloGard®+Plus (frame mount) high capacity catch basin inserts are available in most sizes and styles (see specifier chart, sheet 2 of 2). Refer to the FloGard®+Plus (wall mount) insert for devices to fit non-standard, or combination style catch basins.
 2. Filter insert shall have both an "initial" filtering bypass and "ultimate" high flow bypass feature.
 3. Filter support frame shall be constructed from stainless steel Type 304.
 4. Allow a minimum of 2.0 feet, of clearance between the bottom of the grate and top of outlet pipe(s), or refer to the FloGard® insert for "shallow" installations.
 5. Filter medium shall be Fossil Rock™, installed and maintained in accordance with manufacturer specifications.
 6. Storage capacity reflects 80% of maximum solids collection prior to impeding filtering bypass.
 7. Filtered flow rate includes a safety factor of two.

U.S. PATENT # 6,00,023 & 6,877,029

TITLE: **FloGard® +PLUS**
CATCH BASIN FILTER INSERT
(Frame Mount)
FLAT GRATED INLET

DRAWING NO: FGP-0001 REV: A ECD: 0001 DATE: JPR 09/01/06 SHEET 1 OF 2



TYPICAL SECTION OF DRIVE-THRU A
NOT TO SCALE C-3

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Two working days before you dig

UNDERGROUND SERVICE ALERT
CALL BEFORE YOU DIG
CALL: TOLL FREE 1-800-422-4133

REV.	DESCRIPTION	APP'D	DATE

CITY OF GOLETA

CROSS-SECTIONS AND DETAILS
MCDONALD'S DRIVE-THRU
CAMINO REAL SHOPPING CENTER
GOLETA, CALIFORNIA

DRAWN BY: NSL DESIGNED BY: NSL CHECKED BY: TCE

APPROVED: _____

CITY ENGINEER _____ DATE _____
PUBLIC WORKS _____
RCE: _____ EXPIRES: _____

RECOMMENDED BY: _____

SPEC. NUMBER _____ PROJ. NUMBER _____

F.B. PG. SHEET 6 OF 6 C-6

SEAL:

PREPARED BY: **DUDEK**
• 621 CHAPALA • Santa Barbara, California • 93101 •
• Phone (805) 963-0651 •

THOMAS C. EVANS 34611 6/21/13
R.C.E. NO. DATE

PLAN SET DATE: 06/21/2013
NOT FOR CONSTRUCTION

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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 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

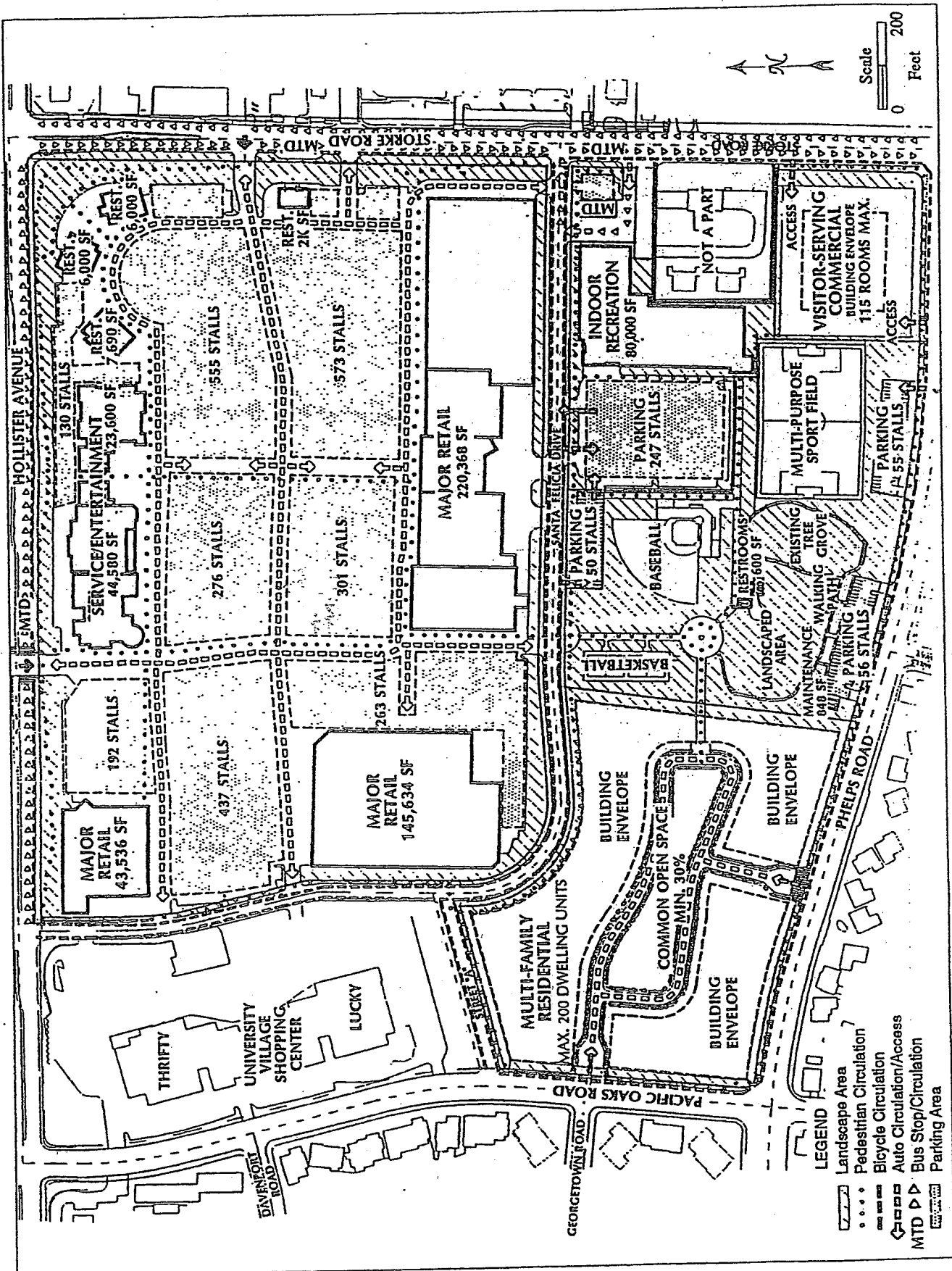


Figure 2-2. Camino Real Specific Plan (95-SP-001)

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)	<p>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.</p> <p>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.</p>	Potentially significant.
Public Facilities	<p>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)</p> <p>Buildout would result in exceedence of solid waste generation of 196 tons/year (SP: 2,093; DP: 1,497, excluding commercial recreational uses).</p>	<p>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).</p> <p>Develop and implement Solid Waste Management Program and Solid Waste Reduction Program.</p>	<p>Significant.</p> <p>Significant (reductions of up to 50 percent).</p>
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.

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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.

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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) Reflective building materials could produce glare that would interfere with Runway 7/25 flight traffic. (SP and DP) 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) Residential land uses are proposed within the ALUC adopted 65 dBA CNEL contour. (SP)	Provide directional light shield hoods of ballfields, incorporating all recommendations resulting from ALUC review. Prohibit all reflective building materials. Land uses subject to ALUC review. Provide acoustical analysis showing all interior noise levels limited to 45 dBA CNEL.	Less than significant. Less than significant. Subject to ALUC determination. 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.

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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:

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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.

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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.

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