4.1 AESTHETICS

This section assesses the project’s aesthetic impacts in terms of visual character and aesthetic quality, effects on scenic views, and light and glare. A number of photographs and four visual simulations support this analysis, and they are included in figures at the end of this section.

4.1.1 Existing Conditions

Visual Character and Aesthetic Quality of the Project Site and Surrounding Area

The 23.5-acre project site is vacant and undeveloped with the exception of a 1.23-acre parcel in the site’s southeast corner, which is developed with two structures, totaling 9,546 square feet, together with associated surface parking and mature landscape. Figure 4.1-1 provides an aerial view of the project site and surroundings. Existing on-site visual conditions are depicted in Figure 4.1-2.

The vacant portion of the project site was disturbed by periodic disking for weed abatement and grading associated with the construction of off-site streets, railroad, and other adjacent infrastructure. Accordingly, little or no native vegetation remains. Apart from the landscape associated with the developed parcel, the site is vegetated almost exclusively by non-native grasses. Sparse stands of trees and shrubs are visible at the edges of the site including the remains of a eucalyptus windrow in the northwest corner and brush scrub and oak trees in the northeast corner. None of the site vegetation is considered visually significant.

Existing site elevation ranges from 71 feet above mean sea level (amsl) near the northeast corner to approximately 45 feet amsl near the southwest corner.1 The site slopes gently north to south at gradients ranging from 1 to 10 percent and exhibits a grade differential from north to south of approximately 18 to 24 feet. The site exhibits limited topographic variation and contains no natural slopes, rock outcrops, or other geological formations. Its most distinctive topographic feature is a crescent-shaped, man-created swale of varying depth and width that traverses a portion of the site proximate to the north property line and generally parallel to the Union Pacific Railroad (UPRR) right-of-way. This feature has been identified as a railroad cut, which once contained a railroad spur, and is considered historically significant. However, the swale is not readily visible from most on- and off-site locations and does not appear to contain material artifacts or structures. Therefore, the historical railroad cut contributes little to the site’s aesthetic character (refer to Section 4.4 Cultural Resources for further discussion of its historical significance).

Although the site does not contain significant scenic features or officially identified visual resources, its undeveloped portion provides an existing expansive open visual character in the midst of an otherwise developed urban surroundings. In the foreground, the project site provides a substantial block of contiguous open area, and in the background the site contains visual qualities including public views of the Santa Ynez Mountains. These short-range and long-range visual qualities define the existing visual character of the project site.

The site is surrounded on all sides by urban development and/or infrastructure. The visual character and quality of the surrounding area is primarily defined by its structural development, which varies on each side of the site, as described below.

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1 Elevations referenced are based on a topographic map of the site prepared by Penfield and Smith (August 2010).
Photo 2A – Project site from the southwest corner looking in a northeast direction. In the foreground is the Southern California Gas Company gas pipeline vault. The Southern California Edison electrical transmission lines are seen along the southern boundary of the project site. The limited vegetation, wooden power poles, and rear fence line of the office building that front Santa Felicia Drive to the west delineate the western boundary of the project site.

Photo 2B – This view is from within the project site in the northeast quadrant looking west. The foreground view is of the predominantly non-native grassland vegetation of the project site. The UPRR tracks are shown running east-west within the below-grade ROW, mostly cleared of vegetation. The elevated edge of the ROW delineates the northern edge of the project site. Distant views show the rear of the office buildings along the west boundary and the Camino Real Market Place to the south.

Photo 2C – View of the southeast corner of the project site from the corner of Glen Annie Road and Hollister Avenue. The existing office building and landscaping is shown. In the left portion of the photo, in the foreground view, is the steel pole that supports the power lines that run along the east boundary of the site.

Photo 2D – View of the drive-thru ATM kiosk within the southeast corner of the project site from the entrance of the Stonke / Hollister Research Center opposite the project site along Glen Annie Road.
North: U.S. Highway 101, UPRR Transportation Corridor and the Northwest Residential Sub-Area

The project site is bounded to the north by the UPRR and U.S. Highway 101 (US 101), which together comprise a heavily traveled east/west transportation corridor approximately 350 to 550 feet in width. North of US 101 is the Northwest Residential Sub-Area of the City, which extends northward to the foothills of the Santa Ynez Mountains. This area is developed with low density, single-family residences on roughly 6,000 square-foot lots, limited neighborhood commercial uses, parks, and schools. There is little visual connectivity between the Northwest Residential Sub-Area and the project site due to the wide, intervening transportation corridor and relatively flat terrain.

South: Hollister Avenue and Camino Real Marketplace

Hollister Avenue, a divided four-lane major arterial, defines the southern boundary of the project site. The top of pavement elevation ranges from 47 feet above mean sea level (amsl) at the site’s east property line to 41 amsl at the site’s west property line. The paved roadway is approximately 80 feet wide. The total right-of-way is approximately 100 feet and includes the paved street section, sidewalks and parkway area on both sides of the street.

South of Hollister Avenue, opposite the project site, is the 46-acre Camino Real Marketplace. This shopping center includes 483,257 square feet of retail space plus a 22,484-square foot outdoor garden center in nine buildings that range in height from 26 to 42 feet. Additionally, a 46-foot high tower provides an architectural focal point. Building coverage is 23.71 percent while 15.24 percent of the site consists of landscape and open space, and hardscape covers approximately 61.05 percent of the site. The center’s architecture is Tuscan-themed and its buildings are arranged around the central surface parking area. Because of this orientation, rear building facades face Hollister Avenue. The effect is softened by deep, landscaped setbacks containing a meandering sidewalk that allows for an intervening landscaped parkway adjacent the street right-of-way. The photographs in Figure 4.1-3 depict the Camino Real Marketplace.

East: Glen Annie Road

Glen Annie Road, a 60-foot wide public road easement with a 40-foot wide paved street that terminates at the UPRR right-of-way (ROW) to the north, ROW defines the east boundary of the project site. The Pacific Glen residential development, the Storke/Hollister Research Center, and the SCE electrical substation line the east side of the street, facing the project site.

Pacific Glen Residential Development

Pacific Glen is a 60-unit affordable housing development accessed from Sespe Lane and Glen Annie Road. A row of detached housing units within this development have frontage along Glen Annie Road. The Pacific Glen development includes 81,680 square feet of development consisting of 13 attached and 47 detached, two-story residential units on a 5.78-acre site. Building coverage is 22.2 percent and open space is 33.4 percent of the site, while the balance of the site consists of paving and other hardscape; refer to Figure 4.1-4, Photo 4A.

Storke/Hollister Research Center

The Storke/Hollister Research Center occupies the southeast corner of Glen Annie Road and Hollister Avenue and one of its three driveways is located on Glen Annie Road. The Storke/Hollister Research Center development is a 58,015-square foot two-story development
Photo 3A – This photo depicts the character of the Camino Real Market Place structure. It is taken from within the parking lot looking north toward the frontage of the structures situated in the north portion of the development near Hollister Avenue.

Photo 3B – This view from the Camino Real Market Place entrance looking south shows the setback area between the rear façade (north elevation) of the Camino Real Market Place and Hollister Avenue opposite the south side of the project site. The landscaped slope and alleyway are depicted.

Photo 3C – View from Hollister Avenue looking south toward the rear façade (north elevation) of the Camino Real Market Place where Marketplace Drive currently forms a T-intersection with Hollister Avenue approximately midway along the south boundary of the project site.
Photo 4A – View of Glen Annie Road looking southeast from the intersection of Sespe Lane where it forms a T-intersection with Glen Annie Road, approximately midway along the east boundary of the project site. Photo depicts the frontage of Pacific Glen multi-family units along the east side of the roadway opposite the project site. The units are detached two-story structures sitting atop a finished floor elevation that is below the project site.

Photo 4B – Storke / Hollister Research Center from the west corner of Glen Annie Road and Hollister Avenue looking east. This building is situated directly opposite the existing structures on the southeast corner of the project site.

Photo 4C – View from the north end of Glen Annie Road looking east toward the gated entry of the Southern California Edison substation, situated opposite the northeast corner of the project site.

Existing Residential, Commercial, and Utility Development Along Glen Annie Road
on a 2.75-acre site. Building coverage is 48.5 percent. Refer to Figure 4.1-4, Photo 4B for a view of the Research Center office building.

**Southern California Edison (SCE) Electrical Substation and Overhead Transmission Lines**

An approximately 50,000 square-foot SCE electrical substation is situated located at the terminus of Glen Annie Road between the UPRR tracks and the Pacific Glen development. Its industrial appearance is industrial in nature. The substation is surrounded by a perimeter chain-linked fence that contains slats and/or a concrete masonry wall with ivy vine that softens the fence/wall appearance. The wall also contains a metal gated entry as shown in Figure 4.1-4 (Photo 4C).

Two sets of 66 kV overhead electrical transmission lines originate from the substation and travel north/south along the east property line at the project site. At the intersection of Hollister Avenue and Glen Annie Road, the transmission lines diverge: one line continuing underground to the south and the second line continuing above ground along the site’s south property line on the north side of Hollister Avenue. With the exception of a metal pole with a 5.5-foot diameter at the Hollister/Glen Annie intersection, the transmission lines are supported by wooden power poles of 1.5 to 2 feet in diameter and approximately 65-70 feet in height.

**West: Research and Development Offices on Santa Felicia Drive**

Santa Felicia Drive is located west of the project site and is developed with single-story office buildings and an animal hospital and one two-story office building located at its northerly terminus. Buildings located on the east side of the street back to the west property line of the project site. The prevailing grades of properties along Santa Felicia Drive range from 40 feet amsl in the southeast to 44 feet amsl in the northeast. The properties on the east side of the street (adjacent to the project site) are generally separated from the higher elevations of the project site by a series of retaining walls. Figure 4.1-5 (Photos 5A and 5B) depicts the character of the structures along Santa Felicia Drive.

**Project Vicinity Terrain Conditions and General Site Visibility**

Elevations within the City of Goleta typically descend, although gradually in places, from interior foothill locations toward the shoreline. The elevations of properties along Hollister Avenue decrease from east to west and from north to south. Before the area became urban, the surface topography was a broad, gently sloping drainage divide between the southeasterly-trending courses of El Encanto Creek to the west and Glen Annie Creek to the east. Along the UPRR tracks immediately north of the project site, on Storke Road east of the project site, and on Hollister Avenue immediately to the south, changes in elevation are generally minor and, therefore, there are few elevated viewing locations from which the site is visible in mid- and long-range views. One exception is a middle-distance overview of the site available from the crest of the Glen Annie/Storke Road US 101 overpass as it descends southerly (described further below).

Short-range views of the site from the surrounding developed area to the east, west, and south are limited to locations along surrounding streets due to the relatively flat terrain along with structures, utilities and landscape.
Photo 5A – View from the north end of Santa Felicia Drive looking southeast at the frontage of the single-story office buildings that back up to the west side of the project site.

Photo 5B – This photo shows the two-story office building located on the northeast portion of the Santa Felicia Drive cul-de-sac. The rear of this building is adjacent to the northwest corner of the project site.
General Plan Designated Scenic Viewpoints and Corridors in the Project Area

Views from the Glen Annie/Storke Road Overpass

The crest of the Glen Annie/Storke Road overpass of the US 101 provides scenic vistas in all directions, including coastal and mountain vista views, and is identified in the City’s General Plan as an important “gateway” to the community as well as a scenic view to be protected.2 The overpass is the highest-elevated public street location in the vicinity of the project site. From its crest, the site is visible from southbound vehicles and to pedestrians. The project site is not clearly visible north of or at the peak of the crest of the overpass. However, it is briefly visible on the southerly decent from the crest, as shown in Figure 4.1-6 (Photo 6A). Views of the site from the overpass are intermittently impeded by trees, vegetation, guardrails, and fencing.

Views from Hollister Avenue

The project site has frontage on Hollister Avenue, a General Plan-designated Local Scenic Corridor. Travelers proceeding along Hollister Avenue, approaching the site from the west, experience long-range northeasterly views through the site of the Santa Ynez Mountains that are of last longer duration than views from the east, as since Hollister Avenue is slightly angled northeasterly and there are less obstructions from intervening development and landscaping. Overhead utilities run east-west along the southern property. A typical eastbound northeasterly view of the site and the Santa Ynez Mountains from Hollister Avenue is provided in Figure 4.1-7a (Photo 7A).

As travelers approach the project site from the east on Hollister Avenue, westbound views of the Santa Ynez Mountains are blocked by existing structures and landscape. Overhead utilities run east-west along the southern property line. However, views through the project site open up immediately once a traveler moves beyond these obstructions. The westbound view through the project site, as a vehicle passes the adjacent office buildings, is illustrated in Figure 4.1-8 (Photo 8A).

Views from Marketplace Drive/Hollister Avenue Intersection

The General Plan identifies a uni-directional north view from Hollister Avenue through the central portion of the project site north to the Santa Ynez Mountains as a scenic view to be protected. The identified viewpoint coincides with the location of the Marketplace Drive/Hollister Avenue intersection. At this signal-controlled intersection, the eyes of drivers and pedestrians are directed due-north by the driveway, while adjacent sidewalk and traffic control-enforced waiting periods can provide time to appreciate the view of the mountains offered through the undeveloped portion of site. This view, as seen from the approach to Hollister Avenue, is depicted in Figure 4.1-9 (Photo 9A).

Views from US 101

As it traverses the City of Goleta, US 101 is a General Plan-designated Local Scenic Corridor. Scenic vistas from the freeway, along much of its length, consist of the prominent, higher elevations of the Santa Ynez Mountains in views to the north and limited views to the south. Southerly coastal views, or other views with scenic quality, are generally not available along the freeway segment adjacent to the project site due to intervening vegetation and structures. The

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2 City of Goleta General Plan, Chapter 6, Visual and Historic Resources Element, Figure 6-1.
Existing Conditions

Photo IA – View from Storke Road overpass over I-5 101 and I-880 from Immediately south of the I-5 101 southbound off-ramp. The area is looking southwest toward the coastal plain with the Pacific Ocean and SLO substation in the background view and project site within the middle distance view.

Simulated Post-Project Visual Conditions

Photo IB – Photo simulation without landscaping.

Simulated Post-Project Visual Conditions

Photo IC – Photo simulation with landscaping.


Photo-Simulation – Storke Road RR Overpass Existing & Proposed Conditions
Photo 1 — Existing eastbound northeasterly view from Hollister Avenue west of the project site.

Photo 2 — Photo-simulation without landscaping.
Photo 1 – Photo-simulation with landscaping.

Photo 2 – Photo-simulation with a transparent view through the project’s foreground commercial buildings. This simulation offers an illustration of the visual elements situated behind these buildings, including the project’s residential buildings in the middle-distance view and Santa Ynez Mountains in the distant view.

Photo-Simulation – Hollister Avenue Eastbound Developed with Landscaping and Transparency View
Photo IA – Existing westbound northwesterly view from Hollister Avenue near the southwest portion of the project site.

Photo IB – Photo-simulation without landscaping.

Photo IC – Photo simulation with landscaping.

Existing Conditions

Photo 1A - This photo depicts the northerly view from the District Road on the Marketplace Drive approach to Hollister Avenue, approximately midway along the southern boundary of the site.

Simulated Post-Project Visual Conditions

Photo 1B - Photo simulation without landscaping.

Photo 1C - Photo simulation with landscaping.
project site is intermittently visible for a very short period in southerly views from the southbound US 101 off-ramp where it rises in elevation toward the overpass. However, this view does not include district scenic features (as none are present on-site), as shown in Figure 4.1-10 (Photo 10A).

**Views from Glen Annie Road North of US 101**

The elevation of Glen Annie Road\(^3\) rises north of the freeway. Between US 101 and Cathedral Oaks Road, Glen Annie Road is designated a Local Scenic Corridor with views of the mountains to the north and the coastal plain to the south. The General Plan also identifies a multi-directional protected view along this roadway. Views of the project site from this location are typically restricted by structures, landscaping, and natural vegetation, including oak trees that line the west side of the street, as shown in Figure 4.1-10 (Photo 10B).

**Views from Cathedral Oaks Road**

Cathedral Oaks Road is located at the base of the Goleta foothills. It is designated a Local Scenic Corridor and its higher elevation relative to the coastal plain permits intermittent views to the south that may encompass the project site. West of the Cathedral Oaks Road/Glen Annie Road intersection, most potential southerly views are blocked by structures, landscape, and roadside terrain. However, intermittent views over the project site to the coastline are available. Photo 10C in Figure 4.1-10, taken from the intersection of Cathedral Oaks Road and Alameda Avenue provides an example of the views available from this location. These intermittent views are generally fleeting, given the speed of traffic, and, because the vista is expansive, the project site is not readily identifiable.

**Public Views of the Project Site in the Immediate Project Area**

**Views from Passenger Trains along the Union Pacific Railroad Right-of-Way**

The 100-foot wide UPRR ROW abuts the project site’s north property line. The varying elevations of the project site along its north property line affect its visibility from trains passing by this location, as shown in Figure 4.1-11. The engineered track sits atop a rock bed ballast, which is typically a few feet higher than the right-of-way’s immediately adjacent ground surface. The upper tier of passenger train car windows is approximately 8 feet higher than the ballast and approximately 10 to 11 feet above the adjacent ground surface elevation of the ROW. Since the northeastern portion of the project site has a higher elevation than the railroad ROW the view from passing trains is of a steep up-slope rather than of the undeveloped site beyond. Differences in terrain are less pronounced along the western portion of the north property line, allowing a brief view across the site from passing trains.

**Views from Glen Annie Road and Sespe Lane**

The views shown in Figure 4.1-12 illustrate the visibility of the project site from the Glen Annie Road and Sespe Lane looking west towards the site. Views across the site are available, blocked in some locations by mature landscaping and parking.

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3 There are two unconnected “Glen Annie Road” road segments located in Goleta. This section describes the northern section of Storke Road identified as “Glen Annie Road” and not the “Glen Annie Road” segment immediately adjacent to the east side of the project site which terminates south of the US 101 and adjacent to SCE’s electrical substation.
Photo 10A — View from US 101 southbound off-ramp looking south at the northwest corner of the project site.

Photo 10B — View from Glen Annie Road north of US Highway 101 immediately north of the Storke Road overpass looking southwest toward the project site. Views of the site are impacted by vegetation and structures, and differences in terrain elevations.

Photo 10C — Southeasternly view from corner of Almaden Avenue and Cathedral Oaks Road. The northwestern parking lot of the Dos Pueblos High School is shown on the left side of this photograph. This view illustrates the dense landscaping and tree coverage that obstructs potential view of the project site.

Existing Views from Scenic Roads North of the Project Site
Photo 11A – View from LPRR railroad tracks at the approximate height of a passenger train window looking southwest. This would be a typical view from a westbound train. The project site is partially blocked by the difference in terrain of the railroad tracks and the adjacent project site north perimeter.

Photo 11B – View from the railroad tracks at the approximate height of a passenger window of an eastbound train. This southeast view from north of the western boundary of the project site looks through the open space of the project site as the differences in terrain elevations between the project site and the railroad tracks are less than those along the northeast boundary.

Existing Views Along the Railroad Tracks at the Northern Boundary of the Project Site
Photo 12A – This photo shows the direct view of the project site from the frontage of Pacific Glen residential community along Glen Annie Road opposite the project site looking west.

Photo 12B – This view from Sespe Lane (the main driveway) from within the Pacific Glen residential community. This view is looking directly west. Sespe Lane intersects Glen Annie Road approximately midway along the east boundary of the project site.
Views from Public Roads and Other Areas North of the Site

The residences north of the freeway are separated from the project site by the transportation corridor including the UPRR, US 101, and Calle Real ROWs with a width of approximately 350 to 550 feet. In addition, landscaping and structures within these neighborhoods block potential views of the project site from public roads, open space areas, and private properties.

Calle Real, a minor arterial, runs parallel to US 101 on the north side of the freeway at higher elevations with views looking southerly over the freeway and the coastal plain south of the freeway. As shown in Figure 4.1-13 (Photo 13A), roadside terrain and vegetation along the south boundary of Calle Real and eucalyptus tree windrows within the freeway right-of-way block most views to the south. However, some intermittent views are available through breaks in the vegetation. The project site is not apparent in views from Calle Real.

The terrain gradually increases in elevation in the residential areas north of Calle Real to the foothills of the Santa Ynez Mountains. From some viewpoints in this area, there are intermittent expansive views overlooking the Santa Barbara Channel are intermittently available. Southerly views over the freeway in the direction of the project site are constrained and limited by structures and landscape. Photo 13B is a typical view to the south looking over the project site toward the coast from the intersection of San Mateo Avenue and Madera Drive. As shown, the project site is not visible in southerly views from this area.

Existing Light and Glare Conditions

Current sources of illumination within the project site are associated with the existing office building and ATM kiosk in the southeast corner. These include outdoor light fixtures and lighting emanating from windows. The closest adjacent off-site sources of existing illumination include lighting along the US 101 corridor to the north; street lights along Hollister Avenue and security, signage, and parking lot lighting in the Camino Real Market Place to the south; security and night lighting from the office developments to the west; and the street lights, parking lot lighting, security lighting, and lighting visible through windows in the residential area to the east. Headlights from passing vehicles on Hollister Avenue and the US 101 are other sources of light in the vicinity of the project site.

Regulatory Framework

Federal

There are no Federal regulations applicable to this aesthetics analysis.

State

There are no State regulations applicable to this aesthetics analysis.

Local

General Plan Policy

Section 6.0 (Visual and Historic Resources Element) of the General Plan contains the City’s goals and policies regarding preservation and protection of its visual resources. The Element’s Guiding Principles and Goals seek to ensure that new development is designed to preserve and protect important natural features and scenic resources while at the same time recognizing that all development alters the existing environment. To achieve a balance between projected future
**Photo 13A** — Southwesterly view toward the project site from Calle Real, which parallels US Highway 101 along the north. Views of the project are largely blocked site due to intervening terrain and vegetation along the south side of the roadway and within the US Highway 101 ROW to the south.

**Photo 13B** — Southerly view from the intersection of Madera Drive and San Mateo Avenue within the single-family residential neighborhood located north the US Highway 101, north of the project site. Views of the project site are unavailable due to intervening single-family structures and landscaping.

**Existing View of the Project Site, North of the US Highway 101**
development and the goal of protecting important visual resources, policies were adopted to guide the design and review of new development. Among these policies are several that directly impact the assessment of the aesthetic impacts of the project. The most critical of these policies are summarized below.

a. **Policy VH 1.4 Protection of Mountain and Foothill Views:**
Views of mountains and foothills from public areas shall be protected. View protection associated with development that may affect views of mountains or foothills should be accomplished first through site selection and then by use of design alternatives that enhance, rather than obstruct or degrade, such views. Development practices that may be employed to attain this goal include limitations on the height and size of structures, stepping of building heights away from the public viewing area, clustering of building sites and structures, and the use of colors and materials that harmonize with the surrounding landscape.

b. **Policy VH 1.5 Protection of Open Space Views**
Views of open space, including agricultural lands, from public areas shall be protected. View protection associated with development should be accomplished first through site selection and then by use of design alternatives that enhance rather than obstruct or degrade such views. Development practices that may be employed to attain this goal include limitations on the height and size of structures, clustering of building sites, shared vehicular access to minimize curb cuts, and structures, and the use of colors and materials that harmonize with the surrounding landscape.

c. **Policy VH 2.2 Preservation of Scenic Corridors:**
The aesthetic qualities of scenic corridors shall be preserved through retention of the general character of significant views of the foothills and mountainous areas.

d. **Policy VH 2.3 Development Projects Along Scenic Corridors:**
Development adjacent to scenic corridors should not degrade or obstruct views of scenic areas. To achieve this goal appropriate design practices shall be used including the use of landscaping for screening purposes, limiting the height and sizes of structures, clustering sites and structures, providing a similar level of architectural detail on all elevations visible from scenic corridors, placing existing overhead utilities and all new utilities underground, and establishing setbacks along major roadways to help protect views and create an attractive scenic corridor. On flat sites, step the heights of buildings so that the height of building elements is lower close to the street and increases with distance from the street.

e. **Policy VH 3.2 Neighborhood Identity**
Neighborhood context and scale shall be maintained. New development shall be compatible with existing architectural styles of adjacent development.

f. **Policy VH 3.4 Building Design**
The city’s visual character shall be enhanced through development of structures that are appropriate in scale and orientation and that use high quality, durable materials. Structures shall incorporate architectural styles, landscaping, and amenities that are compatible with and complement surrounding development.
g. **Policy VH 3.6 Public Spaces**
The city’s visual character shall be enhanced by creating well defined community outdoor gathering places that incorporate focal points such as parks, fountains, public art, and/or landscape features.

h. **Policy VH 4.4 Design Review for Multifamily Residential Areas**
Buildings and structures shall be designed to be compatible with adjacent development and strong contrasts in size, bulk, scale, color, and roof forms shall be avoided. All building elevations should be well articulated and include architectural features to vary wall planes. Privacy of residents and adjacent neighbors shall be protected. Large building masses should be avoided and multiple structures should be clustered to maximize open space that is appropriately located, functional, and provides amenities for different age groups. Extensive landscaping is encouraged to soften building edges and provide a transition between adjacent properties. Where multifamily developments are located next to less dense existing residential development, open space should provide a buffer along the perimeter.

i. **Policy VH 4.5 Design Review for Retail Commercial Areas**
Buildings and structures shall be designed to be compatible with adjacent development relative to size, bulk, and scale and quality architectural design shall be maintained. Blank wall planes shall be avoided. Safe, convenient pedestrian and bicycle access shall be provided. Where feasible, other pedestrian amenities such as outdoor seating shall be provided. Landscaping, including canopy trees, shall be used extensively to unify the structural development, reinforce the pedestrian scale, minimize heat and glare from pavement, and break up expanses of parking.

j. **Policy VH 4.10 Design Review Streetscape and Frontage Design**
A unified streetscape shall be created to improve the interface between pedestrians and vehicles. Accent planting, textured paving and specimen trees should be used to establish identities at building entries. Landscaping within the public right-of-way and adjacent development should be coordinated to provide an integrated street frontage.

Other Policies which may apply to the project include Policy VH 3.1 – Community Design Character; Policy VH 3.3 – Site Design; Policy 3.5 – Pedestrian Oriented Design; Policy VH 4.9 –Design Review Landscape Design; Policy VH 4.11 –Design Review Parking Lots; Policy VH 4.12 – Design Review Lighting; Policy VH 4.14 – Design Review Utilities; and Policy VH 4.16 – Design Review Green Building. The project is also subject to the City’s Design Review process, outlined in the Design Review Board Guidelines and Bylaws.

### 4.1.2 Thresholds of Significance

The City of Goleta’s *Environmental Thresholds Guidelines Manual* refers to CEQA Guidelines Appendix G for the evaluation of scenic resources and associated aesthetic impacts. Based on Appendix G, the project would result in a potentially significant visual impact if it would:

a) Have a substantial adverse effect on a scenic vista;

b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;

c) Substantially degrade the existing visual character or quality of the site and its surroundings; or
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

### 4.1.3 Project Impacts

#### Summary of Project Features

As described in detail in Section 2.0 Project Description, the project would include residential and commercial components, each containing open space and recreation areas, ancillary facilities and amenities, and landscaping. The following summarizes key aspects of the design that are relevant to the assessment of visual impacts. It is noted that the project’s design was Conceptually reviewed by the City's Design Review Board on November 10, 2009, January 12, 2010, February 9, 2010, and July 12, 2011, and November 8, 2011. The project plans assessed in this EIR incorporate revisions made in response to Design Review Board recommendations.

#### Finished Grading

Grading to prepare the project site for construction would result in a lower topographic profile and the creation of two primary building pads: one for the residential component of the project and a second for the commercial component. Grading of the residential pad would reduce the elevation at the north property line from 63-71 feet amsl to 55-64 feet amsl. The commercial pad would be lower than the residential pad, with a maximum elevation of 47-52 amsl feet at its northern boundary and an elevation of between 43-47 feet amsl at the south property line. A retaining wall of varying height would support the slope constructed between the commercial and residential building pads on the west side of the main drive. The existing total north/south grade differential, currently 18-24 feet, would be reduced to 12-15 feet.

#### Residential Development

The residential structures would be constructed on the northern 13.7-acre portion of the site. Five two-story buildings with a maximum averaged height of 24 feet would be constructed in the vicinity of Glen Annie Road with finished floor elevations that range from 57 to 61 feet amsl. Fourteen three-story buildings with a maximum averaged height of 35 feet would be constructed in the center and west side of the project site to the northern property line with finished floor elevations that would range from 54 to 65 feet amsl. The 19 apartment buildings would contain a total of 269,545 net leasable square feet. The total apartment complex gross square footage would be 383,744 square feet, which would include common building areas (stairs, vents, utilities, corridors). Building coverage would account for 22.3 percent of the residential site (133,116 square feet), residential open space would account for 42.5 percent (253,563 square feet), and hardscape, including patios, walkways and driveway/parking, would account for 35.2 percent (240,993 square feet).

The residential buildings would be designed in a Tuscan architectural style featuring exterior articulation and architectural detailing on all four building elevations. Typical of the Tuscan style, buildings would have peaked roofs and incorporate tower accents. Exterior building materials

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4 Conceptual Review: Conceptual review is a required step that allows the applicant and the DRB to participate in an informal discussion about the proposed project. Applicants are encouraged to initiate this review as early in the design process as possible. This level of review is intended to provide the applicant with good direction early in the process to develop a design concept that may be consistent with the City's architectural guidelines and development standards.
would include materials such as the following: a mix of stucco and stone veneers with wood shutters and brick caps to accent windows, metal detail, and metal railing on balconies.

Buildings would be clustered to allow for the creation of a large central recreation area and open space, as well as to accommodate smaller courtyards and recreational areas. Walkways would meander through the site. Landscaping would be provided along the site perimeter, internal roadways, and throughout the site. Security lighting fixtures would compatible in design with the overall architectural theme.

**Commercial Shopping Development**

The project's commercial component would be developed within a 9.765-acre area in the southern portion of the site and would include nine buildings intended for retail commercial use and one building that would house five live/work units. Building coverage would account for 21.0 percent of the commercial site (90,054 square feet). Commercial open space would account for 25.3 percent of the commercial site (108,240 square feet) and would include patios, outdoor gathering areas, and landscaping. The parking lot and internal drive aisles would cover 53.7 percent of the commercial site (229,997 square feet) and would include paved parking, and drive aisles.

The project's shopping center would feature a contemporary interpretation of traditional Tuscan architecture that would reflect, but not mimic, the architecture of the project's residential component. Commercial buildings would incorporate varying degrees of articulation utilizing a combination of peaked and hipped roof lines, tower elements, and cylindrical features, which would be used to define corners and entrances. Building heights would vary widely, ranging from 19 to 28 feet, excluding tower features. Towers could be as tall as 35 feet. Exterior building materials would include materials such as the following: combinations of stucco, stone, and brick veneers. Window features, awnings, arches, and columns would be used to provide architectural interest and reflect typical elements of contemporary Tuscan design.

The shopping center area would include a variety of opportunities for public gathering and provide for pedestrian access from the public thoroughfare, internally through the center, and between the center and the project's residential component. Plazas, retail courtyards, and gathering spaces would offer outdoor seating, water features, and landscaping that would include accent planting with trees to provide shade. Enhanced decorative paving and pedestrian walking paths would define entrances and pedestrian linkages throughout the development. The main entrance along Hollister Avenue would be highlighted with thematic entrance features including signage walls and pilasters, focal accent trees, accent planting, enhanced decorative paving, and would provide pedestrian connectivity between the center and Hollister Avenue.

**Changes to SCE Electrical Transmission Lines**

As described in Section 2.0 *Project Description*, one of the two 66 kV electrical transmission lines that extend down Glen Annie would be relocated. The line, which currently extends along the eastern and southern boundaries of the project site, would be relocated to extend along the northern property line and continue south along the western property line to Hollister. From this location, it would continue west along Hollister along its current alignment. Two existing 16kV distribution lines that are currently above-ground along the western portion of the project’s Hollister Avenue frontage would be undergrounded pursuant to City policy. Once the relocation and undergrounding work are completed there would be no overhead electrical distribution or transmission lines along the site’s Hollister Avenue frontage, a net reduction of 5 wood poles,
except for one wood pole in the southwest corner of the project site to allow transmission lines to continue westward along Hollister Avenue offsite and except for one metal pole in the southeast corner of the project site to allow transmission lines to be undergrounded and travel to the south. Additionally, any other utility equipment, such as telecom equipment, located on the poles to be relocated or undergrounded would also be relocated. Also of note to long-term aesthetic considerations along this portion of the Hollister Avenue Corridor, the City of Goleta planned for a Hollister Avenue widening capital improvement project that is anticipated to relocate the existing metal pole in the southeast corner of the project site to a location north of Hollister Avenue along the west side of Glen Annie Road.

**Visual Resources**

*Impact AES 1: The project would substantially degrade the existing visual character and quality from the public Local Scenic Corridor.*

*Significance Before Mitigation: Potentially Significant*

As described above in section 4.1.1, the site contains an existing expansive open visual character and provides several public view corridors adjacent to the project area. The project site has frontage on Hollister Avenue, a General Plan-designated Local Scenic Corridor. While the project site exhibits no discernable topographic relief, contains no significant geologic features, and no visually significant vegetation, important visual qualities are experienced from the Local Scenic Corridor. Indeed, the relatively flat unobstructed topographic profile of the undeveloped portion of the project site provides views of an expansive open visual character in the midst of an otherwise developed urban surroundings. Additionally, the project site provides short-range contiguous open area visual qualities and long-range public views of the Santa Ynez Mountains visual qualities. These elements contributed heavily to the Hollister Avenue Local Scenic Corridor designation.

While some of the structural commercial and all of the residential development would be setback from Hollister Avenue, the expansive open visual character would be substantially degraded relative to the existing setting (see Figures 4.1-7 and 4.1-8). The existing visual character of the site allows short-range uninterrupted views of approximately 850 feet to 1,050 feet deep into the undeveloped portion of the project site. Structural build-out would be dominated by retail commercial development along Hollister Avenue. Buildings A, B, H, & I would be the first line of development visible from the Hollister Avenue Local Scenic Corridor. Buildings A and H would be the closest to the Hollister Avenue Local Scenic Corridor, whereas Building A is setback 24.5 feet from Hollister Avenue and Building H is setback 20 feet from Hollister Avenue (note Mitigation Measure HAZ 5-2 would require compliance with a 25-foot setback from the centerline of a high-pressure pipeline effectively increasing the setback to 30 feet for both Building A & H). While Buildings B and I would be setback further from Buildings A and H, collectively these four buildings would significantly alter the existing visual character of the undeveloped portion of the project site from the Hollister Avenue Local Scenic Corridor by interfering with short-range views into the project site starting at a distance of 20 to 30 feet from Hollister Avenue. From certain vantage points along the Hollister Avenue Local Scenic Corridor, these buildings could block the upwards of 97% of the short-range views into the project site.

Buildings C, D, E, F & G would provide a second line of development visible from Hollister Avenue that would also contribute to the degraded quality of the existing visual character of the

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5 –Addresses Thresholds "a and "c".
undepveloped portion of the project site, but not to the same magnitude of the development adjacent to the Hollister Avenue Local Scenic Corridor. Collectively, construction of these buildings would substantially degrade the aforementioned open visual character in the foreground to a point where it would no longer be identifiable and would result in a significant impact on aesthetics and visual resources.

The site contains existing uninterrupted public views of the Santa Ynez Mountains. Although three scenic view corridors were incorporated into the design of the project, sweeping public views of Santa Ynez Mountains from the Hollister Avenue Local Scenic Corridor would be interrupted by the development varying in height from 24 to 35 feet (see Impact AES 5 for a specific discussion about impacts to views of the Santa Ynez Mountains and above referenced Figures 4.1-7 and 4.1-8). While the Santa Ynez Mountains can be viewed from certain vantage points through the three scenic view corridors, the long-range visual qualities of the Santa Ynez Mountains as a backdrop to the project site would be substantially limited, obstructed, or otherwise compromised by the configuration of the development. The dominant feature would be the commercial development, which would impede the visual character and qualities experienced from the Hollister Avenue Local Scenic Corridor.

Collectively, construction of these buildings would substantially degrade the existing expansive open visual character and short-range and long-range visual qualities and redefine the visual character of the project site experienced from the Hollister Avenue Local Scenic Corridor; therefore, the project would result in a significant impact on aesthetics and visual resources.

**Visual Character**

*Impact AES 2: The project would introduce a new development with a visual character that may differ from the character of some surrounding development.*

*Significance Before Mitigation: Less than Significant*

Implementation of the project would introduce urban uses, both residential and commercial, on a site surrounded by existing development. This discussion assesses whether or not the visual character of the project would be compatible with the character of its surroundings.

The grade differential between the site and adjacent or nearby uses would contribute to the appearance that the development would have a greater height and mass as compared to surrounding uses when viewed from off-site locations. However, site grading would reduce the elevation of the site and building setbacks of some buildings would reduce the perceived height and mass of buildings as viewed from off-site. The perception of relative building heights and mass, along with the architecture, site planning, setbacks, and landscaping are considered below in a comparison of the project’s visual character with that of existing development to the east, west, and south of the site. Following these comparisons is an assessment of the project’s overall visual compatibility within its setting.

**Visual Character Compared to Existing Development to the South**

Overall, the project is expected to have a visual appearance that is similar to the Camino Real Marketplace. Both shopping centers would have compatible Contemporary Tuscan architecture. Building A is setback 24.5 feet from Hollister Avenue and Building H is setback 20 feet from

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6 Addresses Thresholds "a," "c," and "d."
Hollister Avenue (note Mitigation Measure HAZ 5-2 would require compliance with a 25-foot setback from the centerline of a high-pressure pipeline effectively increasing the setback to 30 feet for both Building A & H), and the Camino Real Marketplace has a 20-foot setback from Hollister Avenue. However, in contrast to the Camino Real Marketplace, structures within the project’s commercial component would address the public thoroughfare frontally and, with the exception of two pads located close to the Hollister frontage, would be set well back from Hollister Avenue. Structures constructed in the foreground, close to Hollister Avenue, would be limited in height to 24 feet and would be architecturally articulated and detailed on all four sides.

Existing pad elevations at the Camino Real Marketplace along Hollister Avenue range from 39 to 43 amsl. Existing building heights at the Camino Real Marketplace range from 26 to 35 feet with architectural features rising to 42 feet Commercial pad elevations for the project along Hollister Avenue range from 47-50 amsl. Commercial building heights are limited to 24 feet.

<table>
<thead>
<tr>
<th>Pad Elevations</th>
<th>Westar</th>
<th>Camino Real Marketplace</th>
</tr>
</thead>
<tbody>
<tr>
<td>47-50 amsl</td>
<td>39-43 amsl</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building Heights</th>
<th>Westar</th>
<th>Camino Real Marketplace</th>
</tr>
</thead>
<tbody>
<tr>
<td>24 feet</td>
<td>26-35 feet</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Overall Heights</th>
<th>Westar</th>
<th>Camino Real Marketplace</th>
</tr>
</thead>
<tbody>
<tr>
<td>71-74 amsl</td>
<td>65-78 amsl</td>
<td></td>
</tr>
</tbody>
</table>

As seen above, in Table 4.1-1, although the pad elevations for the commercial buildings along Hollister Avenue (47-50 amsl) are approximately 7-8 feet higher than the Marketplace building pads closest to Hollister Avenue, the elevations of the commercial building heights (71-74 feet amsl) would be in the range of the Marketplace buildings (65-78 feet amsl). Overall, from an architectural and visual massing and height perspective, the project’s visual character would be similar to the visual character of the Camino Real Marketplace.

**Visual Character Compared to Existing Development West of the Site**

Development on Santa Felicia Drive consists predominately of single-story office building and one two-story office building, and structures on the east side of the street back to the project site. Existing pad elevations along Santa Felicia Drive range from 41 feet amsl on the south property (Animal Hospital) to 44 feet amsl the office building at the north terminus of the road. The existing single-story structures are approximately 12-14 feet in height and the one two-story structure is approximately 25 feet in height. Commercial and residential pad elevations for the project adjacent to the rear of these structures along Santa Felecia Drive range from approximately 47 feet amsl for commercial Building B to 57 feet amsl for residential Building 2 along the northern portion. Commercial and residential building heights range between 24 to 35 feet.

<table>
<thead>
<tr>
<th>Pad Elevations</th>
<th>Westar</th>
<th>Santa Felicia Drive</th>
</tr>
</thead>
<tbody>
<tr>
<td>47-57 amsl</td>
<td>41-44 amsl</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building Heights</th>
<th>Westar</th>
<th>Santa Felicia Drive</th>
</tr>
</thead>
<tbody>
<tr>
<td>24-35 feet</td>
<td>12-25 feet</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Overall Heights</th>
<th>Westar</th>
<th>Santa Felicia Drive</th>
</tr>
</thead>
<tbody>
<tr>
<td>71-92 amsl</td>
<td>53-69 amsl</td>
<td></td>
</tr>
</tbody>
</table>
As seen in Table 4.1-2, finished grade on the project site at this location would be approximately 6 to 13 feet higher than the property to the west. Given the heights and massing of the commercial and residential structures in combination the grade differential, the scale of the commercial and residential buildings would be greater than the scale of existing development on Santa Felicia Drive. Building setbacks, architectural articulation, and landscaping would reduce this effect. The project would be required to undergo additional reviews by the Design Review Board to provide additional input into the design, as deemed appropriate by the Board. It is noted that the buildings immediately west of the site along Santa Felicia Drive are of a smaller scale than most other buildings in the vicinity, and are occupied by office and research-related uses. Therefore, despite the relative greater scale, the project would not add an anomalous element that would be out of character with development to the west.

**Visual Character Compared to Existing Development East of the Site**

Existing development east of the project site consists of three separate land uses: SCE Substation at the northern terminus of Glen Annie Road, the Pacific Glen apartment residential community roughly midway along Pacific Glen, and the two-story Hollister Research Center at the northeast corner of Glen Annie and Hollister Avenue T-intersection.

The project would develop residential Building 43 directly opposite the SCE substation that occurs at the north northeast side of Glen Annie Road cul-de-sac terminus. The land use characters of the residential building and the substation are inherently different. The substation houses electrical equipment and is generally more suited for industrial-type land use areas. However, it is located adjacent to Highway 101 (to the north) and has been surrounded by residential development near its east and south boundaries for many years with no known formal complaints from residents of those developments. Aside from transmission lines that emit from the facility, the equipment is generally low profile and the facility perimeter is secured in part by a chain-linked fence containing slats and a concrete masonry wall. An ivy vine growing over the fence and wall acts to soften the fence and wall appearance. The wall portion also contains a metal gated entry. The project residential building and the facility is separated by approximately 100 feet of vacant land that contains minimal vegetation and is partially separated by the Glen Annie Road cul-de-sac.

Residential development along the east boundary of the site opposite the Pacific Glen residential structures, includes residential Buildings 45 and 17, an open space area, and the live-work building (Building G).

Existing Pacific Glen residential pad elevations along Glen Annie Road are approximately 50 amsl. The existing Pacific Glen two-story structures are approximately 24 feet in height. The residential apartment pad elevations opposite the Pacific Glen Village buildings would be approximately 58 feet amsl. The residential apartment buildings Building 3 along Glen Annie Road would be limited to two stories with a height of 28 feet two inches.
### Table 4.1-3
Comparative Residential Building Pad and Building Heights – Pacific Glen Village

<table>
<thead>
<tr>
<th>Pad Elevations</th>
<th>Westar Apartments</th>
<th>58.5 feet amsl</th>
<th>Westar Live/Work</th>
<th>50 feet amsl</th>
<th>Pacific Glen</th>
<th>50 feet amsl</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Heights</td>
<td>24 feet 2 inches</td>
<td>28 feet 2 inches</td>
<td>30 feet</td>
<td>24 feet</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overall Heights</td>
<td>82 feet 8 inches amsl</td>
<td>80 amsl</td>
<td>74 amsl</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

As seen above in Table 4.1-3, finished grade for the apartment buildings on the project site at this location would be approximately 8 feet higher than the residential development to the east. The front/rear elevation of these apartment buildings Buildings 3 and 6 (between two- and three-stories, respectively) would be oriented to Glen Annie Road, giving prominence to the residential character of the architecture and using building articulation, detailing, and front yard plantings to reduce visual mass and bulk. Within the rear setback, the project includes a driveway and a row of perpendicular parking stalls that extend the distance of Buildings 3 and 6 from the Glen Annie Road right-of-way to approximately 44.5 feet. These significant setbacks, and the use of building articulation, detailing, and landscaping reduce visual mass and bulk. Buildings within the Pacific Glen development along the east side of the street are two-story. Head-in parking would replace parallel curbside parking along the length of the street, moving the west curb-line closer to the new buildings. The site plan includes parking and a driveway along the project’s east boundary. Accordingly, the overall setback from the center line of the street would be the same as the setback greater relative to detached residences on the east side of Glen Annie.

Located Building G is proposed for a location south of the residential apartments and immediately across Glen Annie Road from the southwest corner of the Pacific Glen development. This Building G would allow for live-work building uses and thus constitute a quasi-residential structure, is proposed (Building G). The pad elevations for both the live-work building and the Pacific Glen residences would be approximately the same at 50 amsl. The existing Pacific Glen two-story structures are approximately 24 feet in height. The live-work buildings would be three-stories and approximately 30 feet in height. Given the heights and massing of the live-work and residential structures in combination with a 6-foot building height differential, the scale of the live-work building would be greater than the scale of existing residential development on Glen Annie Road. However, the building and site were designed to soften the 6-foot differential. The east elevation of the live-work building would include combinations of stucco and stone veneers, accent plantings, and dimensional accent architectural styling, and immediately north of the live-work building, residential open space separates the live-work buildings from the residential apartment buildings to the north and the Pacific Glen residences to the east.

At the south end of the site, The project proposes a single commercial building would be developed inset from the southern end of the project site, adjacent to the Glen Annie Road/Hollister Avenue intersection. This site is currently occupied by an office building and accordingly, the site usage would not change. Across Glen Annie Road from this location is the existing two-story Hollister Research Center. The Hollister Research Center pad elevation is approximately 49 amsl. The existing Hollister Research Center is and 32.5 feet in height. The pad elevations of the project’s commercial building (Pad H) opposite the Hollister Research...
Center is approximately 48 feet amsl. The commercial building would be limited to 24 feet in height.

<table>
<thead>
<tr>
<th></th>
<th>Westar</th>
<th>Hollister Research Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pad Elevations</td>
<td>48 amsl</td>
<td>49 amsl</td>
</tr>
<tr>
<td>Building Heights</td>
<td>24 feet</td>
<td>32.5 feet</td>
</tr>
<tr>
<td>Overall Heights</td>
<td>72 amsl</td>
<td>81.5 amsl</td>
</tr>
</tbody>
</table>

As seen above in Table 4.1-4, finished grade for the commercial building on the project site at this location would be approximately 9.5 feet lower than the Hollister Research Center to the east. The site was designed to transition the 9.5-foot differential.

While taller buildings would be located interior to both the commercial and residential components of the project, their visibility from Glen Annie Road would be blocked by the foreground development described in this section.

**Assessment of Overall Visual Compatibility**

The project site is surrounded by development with varying visual character, including a commercial center with relatively large retail structures placed around a large central parking area, two-story multi-family units, and office buildings with a scale more typical of single-family homes. The character of development along Hollister beyond the immediately surrounding properties also reflects a mix of uses. As described above, the development would introduce structures with a visual character that is similar to some of the elements in the surrounding area. The project design is sensitive to the adjacency of the structures to surrounding uses, particularly along its eastern border. Although the structures may be at a substantially different scale than some existing structures to the west of the site, the development would be generally compatible with the overall character of the Hollister Avenue corridor. The required setbacks and landscaping would also provide a visual buffer for the surrounding area, further reducing aesthetic impacts.

While not a significant aesthetic impact of the project, occupants of residential Building 6 would have direct views into the SCE sub-station looking east from higher elevations. The sub-station electrical equipment would be a prominent feature in the immediate foreground view and would appear out of character with a typical residential neighborhood. While not required, mitigation (Measure AES 2-1) has been recommended to provide a vegetative screen along the perimeter of the substation fencing to shield future residential views of the facility.

**Impact AES 3: The project could detract from the aesthetic quality of the area if unsightly elements are not properly concealed and if the property is not adequately maintained.**

**Significance Before Mitigation: Potentially Significant**

A potentially significant impact would occur if the applicant fails to properly install and maintain landscaping intended to partially screen, disrupt the massing of planned development or fails to blend the development into the surrounding area. This would also potentially result in the failure
to adequately screen mechanical equipment, utilities, and trash enclosures. These potentially significant impacts are described in more detail below.

Construction Phase Visual Impacts
During construction of the project, mechanical equipment, material stockpiles, staging areas, latrines, and trash bins associated with construction activity could temporarily degrade the visual quality of the project site if not properly concealed or screened from view. Construction activity at the project site would also generate debris and trash that could be blown off-site by wind. Construction equipment or vehicles could track out dirt from the site. The project site has the potential to attract graffiti during the construction phase. These construction phase visual impacts are considered potentially significant.

Utilities and Mechanical Features
Elements of new onsite utilities such as backflow preventers, water meter assemblies, gas meters, power meters, cable TV pedestals, and other ground and roof mounted mechanical equipment such as heating, ventilation, and air conditions (HVAC) units, that could not be located underground, could result in adverse visual impacts within the project unless adequately screened or housed. The potential aesthetic impacts associated with “unsightly conditions” are considered potentially significant.

Maintenance

Landscaping: If the site’s landscaping is not successfully established and maintained, it could detract from the visual quality of the development and the surrounding community. Likewise, if grounds maintenance is not adequate, trash and debris associated with site use could quickly accumulate and create an unsightly condition— a visual nuisance. Unless trash bins are adequately sized, properly screened from view, and regularly emptied their appearance could create unsightly conditions. This is considered a potentially significant impact.

Building: If the buildings are not maintained, blight could result which would detract from the visual quality of the development and the surrounding community. This is considered a potentially significant impact.

Roadways and parking areas: If the roadways and parking areas are not successfully maintained and kept free of visual clutter and/or abandoned vehicles, it could detract from the visual quality of the development and the surrounding community. This is considered a potentially significant impact.

Stormwater system: If the stormwater system is not successfully maintained, rising waters could detract from the visual quality of the development and the surrounding community. This is considered a potentially significant impact.
Impacts on Scenic Views

Impact AES 4: The project could impact coastal plain views from the Glen Annie/Storke Road Overpass.

Significance Before Mitigation: Less than Significant

As described above, the City's General Plan Visual and Historic Resources Element, Figure 6.1, identifies the crest of the Glen Annie/Storke Road US 101 overpass as viewpoint providing a multi-directional scenic vista that is worthy of protection. The overpass is further identified as a City “gateway.” Views available from the overpass include the Santa Ynez Mountains to the north and the coastal plain to the south. The project would not be visible in and would have no affect on northerly mountain views or views to the south or east.

The project site is visible within southwesterly views from a limited segment along the Glen Annie/Storke Road US 101 overpass, just south of the crest of this overpass. Views including the project from other locations along the overpass are constrained by the presence of roadway features such as fencing, guardrails, and landscaping. In its undeveloped condition, the site offers no impediment to mid- and long-distance views of the coastal plain and is an attractive part of the “openness” quality to the viewshed. Development of the project would introduce two- and three-story structures, eliminating the open space component in views to the southwest, and obstruct skyline features. A photo-simulation was prepared that depicts the pre- and post-development views from the Storke Road overpass. The photo-simulation is shown in Figure 4.1-6.

In the existing condition, the simulation depicts a skyline that is composed primarily of distant tree-tops with no distinct man-made or other natural features viewed over the open site. The project site occupies the mid-section of this view and existing trees and the SCE substation are present in the foreground. The open project site is the most distinctive feature of this southwesterly view. The coastline is not visible from this location. However, the skyline is defined by a row of trees within the coastal plain. In the post-development condition, the view of the coastal plain from the overpass would be altered by the development as its structures would dominate in this view, define the skyline, and replace the existing open view. However, as these views would be disrupted only from a limited segment along the Glen Annie/Stork Road US 101 overpass, the project’s impact on the southwest viewshed from the overpass is considered less than significant.

Impact AES 5: The project would alter views of the Santa Ynez Mountains from Hollister Avenue.

Significance Before Mitigation: Potentially Significant

Hollister Avenue is designated in the General Plan as a Local Scenic Corridor, and views of the Santa Ynez Mountains from Hollister Avenue are considered scenic views that warrant protection. The project site is visible in eastbound and westbound views, although the mountain views are more available in eastbound views. Potential view impacts on eastbound northwesterly mountain views and westbound northwesterly views are described below.

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7-Addresses Thresholds “a,” “b,” and “c.”
Impacts on Eastbound Northeasterly Views from Hollister Avenue
As described above and shown in Figure 4.1-7a, Photo 7A, the project site’s open condition allows for sweeping northeasterly views of the Santa Ynez mountains as motorists approach and pass the site. The project employs some of the design strategies noted in General Plan Policy VH1.4 (Protection of Mountain Views), e.g., stepping of building heights away from the public viewing area and clustering of building sites and structures to reduce projects impacts on mountain views. However, project development would alter existing views, resulting in intermittent obstruction and partial obstruction of mountain views.

Figures 4.1-7a and 4.1-7b provides a photo-simulation of post-development northeasterly views from just west of the project site. As shown in simulation photos 7B and 7C, Buildings A and B would obstruct views of the mountains, including the mountain ridgeline. Buildings D, E, and F would block views of the lower portions of the mountains, however the setbacks of these buildings from Hollister Avenue would preserve views of the upper mountains and ridgeline. Landscaping, as shown in simulation Photo 7C, would partially screen and soften the appearance of the buildings, but could also increase the obstruction of further obstruct mountain views. For illustrative purposes, simulation Photo 7D of Figure 4.7b was added to depict the view-blocking effects of structures behind Buildings A and B. In that event Buildings A and B were modified, or even deleted, the project’s residential buildings would also alter views of the Santa Ynez Mountains from Hollister Avenue. Nevertheless, Photo 7D also illustrates that it would be infeasible to modify Buildings A and B in such a manner to avoid altering views of the Santa Ynez Mountains from Hollister Avenue.

Although the project would not completely obstruct views of the Santa Ynez Mountains across the project site. However, its impact on views of the Santa Ynez Mountains in northeasterly views from eastbound Hollister Avenue (which includes elimination of ridgeline views), are considered significant.

Impacts on Westbound Northwesterly Views from Hollister Avenue
Westbound views of the Santa Ynez Mountains across the site are presently only available along the portion of the project site’s frontage west of the existing development and its associated landscaping in the site’s southeast corner. These views are directed in a northerly direction, which is not the typical orientation of motorist views. As noted above in Existing Conditions, the existing development on the northwest corner of Hollister Avenue and Glen Annie Road obstructs views of the Santa Ynez Mountains from westbound lanes of Hollister Avenue east of the project site. While the project would demolish these existing structures, but new structures (Building H) would be placed in the same approximate location. This would have resulted in a similar visual effect as the existing conditions for westbound views from Hollister Avenue. As motorists pass these buildings, existing landscaping obstructs views of the Santa Ynez Mountains (as shown in Figure 4.1-8, Photo 8A). A photo-simulation of post-development northwesterly views from just west of the existing on-site structures is provided in Figure 4.1-8. It is noted that since building elevations are not available for Buildings A and H, the visual simulation presents a block massing of these buildings with no architectural features.

As shown in Figure 4.1-8, Photo 8B, with the removal of existing landscaping and development of the buildings, views of the upper portions of the Santa Ynez Mountains would become available. However, as shown in Figure 4.8-8, Photo 8C, with the introduction of new landscaping, most of these views would be eliminated. The project would not eliminate views of...
the Santa Ynez Mountains from this location as compared to existing conditions, and therefore it would not result in an impact at this location.

A recommended mitigation measure is included below, which would help ensure that vegetation along the eastern portion of the Hollister Avenue frontage does not reach heights that would obstruct views of the Santa Ynez Mountains above the structures.

**Impact AES 6: The project would alter northerly views of the Santa Ynez Mountains from the Marketplace Drive/Hollister Avenue Viewpoint.**

**Significance Before Mitigation: Less than Significant**

The City’s Goleta General Plan identifies views of the Santa Ynez Mountains from the Hollister Avenue/Marketplace Drive intersection as scenic views to be protected.

The project’s main entrance driveway would align with Marketplace Drive and its commercial component would be bifurcated along this driveway. Consequently, the buildings closest to Hollister Avenue directly north of the Hollister Avenue/Marketplace Drive intersection would be the recreation center within the residential component, approximately 1600 feet from Hollister Avenue. With this setback, northerly-directed views would include substantial view views of the Santa Ynez Mountains. This is illustrated in the visual simulation provided in Figure 4.1-9, Photos 9B and 9C.

It is noted that the view presented in this simulation is from the approach to the intersection, approximately 130 feet south of Hollister Avenue. This location provides a more panoramic view that than the view available adjacent to the intersection. In views from this location, Building A, located close to Hollister Avenue just west of the project’s main entrance driveway, would obstruct mountain views in the western portion of the panorama available from the approach to the intersection. It is also noted that since this building’s elevations are not available the elevations are not incorporated into the visual simulations, rather, the visual simulation presents a block massing of the building without any architectural features/relief.

Overall, the project’s site design provides a wide view corridor through the project site along that would maintain direct northerly views of the Santa Ynez Mountains; therefore, its impacts on views from the Hollister Avenue/Marketplace Drive intersection would be less than significant.

**Views from Other Public Viewpoints in Project Area.**

**Impact AES 7: The project would alter southerly views from other public view locations north of the site.**

**Significance Before Mitigation: Less than Significant**

**Passenger Trains Passing the Project Site**

As described above under Existing Conditions, southerly views of and across the project site from passenger trains traveling along the UPRR are partially obstructed due to the lower elevation of the train tracks as compared to the project site, particularly in the eastern portion of

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8 Addresses Thresholds “a,” “b,” and “c”.
the site. Differences in terrain are less pronounced along the western portion of the north properly line, allowing only a brief view across the site from passing trains.

Aethe project proposes to construct a six-foot high fence would be constructed along the north property line— and. This fence, along with perimeter landscaping would further constrain restrict, if not entirely block, views of and across the project site. However, the project’s impacts to southerly views from passenger trains would be considered less than significant, as since the project would not intrude on public views of scenic resources that the General Plan intends to be protected pursuant to the General Plan.

Glen Annie Road and Cathedral Oaks Road to the North
While Glen Annie Road between US 101 and Cathedral Oaks Road are designated Local Scenic Corridors (offering northbound views of the mountains and southbound views of the coastal plain), southerly views from these roads toward the project site are typically constrained or blocked by raised freeway ramps, landscaping, and trees. From Cathedral Oaks Road, intermittent southerly views are available between roadside structures and landscaping. These views are already constrained and limited such that any potential visibility of the project in these views would not significantly impact coastal views.

Southerly Site Views from Other Public Roads North of the Project Site
Views of or across the project site are currently constrained or blocked by man-made artificial features including elevated roadside structures, landscaping, and trees. That condition would not change with the development of the project. Accordingly, project development would have less than significant impact on views of the site and coastal plain beyond from public roads north of the project site.

Private Views
Impact AES 8: The project would alter private views from residential units east of the site.

Significance Before Mitigation: Less than Significant

Most private views of the site from within the residential areas to the north and south are currently constrained or blocked by adjacent homes, raised freeway ramps, and landscaping. Views from the Pacific Glen residential units that front along the east side of Glen Annie Road to the east would be substantially changed as they current look across the site’s open area. Impacts on private views are generally not considered significant. It is noted however, that the loss of the open area of the project is considered a significant impact in terms of loss of a visual resource (see Impact AES 1).

9 Addresses Threshold “a” and “d.”
Light and Glare\textsuperscript{10}

\textbf{Impact AES 9: The project would introduce new sources of light and glare.}

\textit{Significance Before Mitigation: Potentially Significant}

The project would include new point sources of light adjacent to residential structures, along internal streets and walkways, and within parking areas. Light may also emanate from windows within the commercial uses, particularly those windows facing Hollister Avenue. Perimeter landscaping would reduce light spillover to some extent. Potential light spillover impacts are considered significant even although the City would require the use of dark sky compliant lighting fixtures for exterior lighting to minimize impacts from new light sources, prior to the submittal of a photometric plan and lighting cut-sheets for City approval, potential light spillover impacts are considered significant.

Solar Access\textsuperscript{11}

\textbf{Impact AES 10: The project would introduce new sources of shade and potentially limit solar access.}

\textit{Significance Before Mitigation: Less than Significant}

The project would result in new single-story, two-story, and three-story buildings located on a site with limited development. The site plan has been designed to minimize shade impacts onsite and offsite providing solar access to neighboring properties as demonstrated in the Solar Access Exhibit (see Figures 4.1-14a and 4.1-14b). Minor modifications to the site layout of the commercial buildings (as shown in Figure 2-3) would not significantly alter the solar access effects of the buildings. As such, solar access impacts would be less than significant.

Hollister Transmission Line Relocation\textsuperscript{12}

\textbf{Impact AES 11: The project would relocate transmission lines to less visible locations.}

\textit{Significance Before Mitigation: Beneficial}

The project would relocate overhead transmission lines from visually prominent locations to less visible locations. Relocating the transmission lines would result in a net reduction of 5 wood poles along Hollister Avenue and would remove visual clutter from the Hollister Avenue corridor, which visually benefits both members of the public traveling along the corridor as well as those onsite looking in a southerly direction. Removing visual clutter along Hollister Avenue is considered beneficial.

4.1.4 Cumulative Impacts

As indicated in Section 3.0 \textit{Related Projects}, there are a number of development projects that are proposed for sites in the vicinity of Hollister Avenue and Storke Road. As identified in the General Plan FEIR Long-Term Project Impacts, development in the vicinity of Storke Road and

\textsuperscript{10}-Addresses Threshold “d.”
\textsuperscript{11}-Addresses Threshold “c.”
\textsuperscript{12}-Addresses Thresholds “a” and “c.”
June 21 – 9:00 am

June 21 – 3:00 pm

Los Carneros Road in accordance with the designations of the General Plan could result in significant unavoidable impacts to mountain views from Hollister Avenue. This is considered a significant cumulative impact. This project’s impact to mountain views from Hollister Avenue is considered a significant contribution to this cumulative impact.

The General Plan also states that a substantial increase in light and glare primarily in association with development of vacant land along Hollister Avenue and the US 101 could result in potentially significant impacts to views from scenic corridors. Implementation of Policy VH4 Design Review would reduce these potential impacts to a less than significant level by ensuring that lighting is designed and maintained to prevent light and glare impacts. Prior to implementation of measures to reduce potential impacts, the project’s lighting impacts are considered a significant contribution to this cumulative impact.

The project, in combination with other development listed in Section 3.0 Related Projects, would continue the trend toward development of remaining vacant parcels in the project area. These developments will be visible from public viewing places, including surrounding public roadways. When considered cumulatively, these projects will visually continue the “filling in” of undeveloped land and reduce views of undeveloped open space in the central portion of the City. These projects, when considered cumulatively, would also similarly generate aesthetic impacts, which could cause cumulative degradation of the existing visual quality of the area and surroundings, if architectural treatments, mechanical equipment, utility infrastructure, night-lighting, trash enclosures, and landscaping are not properly addressed. This impact is considered potentially significant.

The General Plan also states that a substantial increase in light and glare primarily in association with development of vacant land along Hollister Avenue and the US 101 could result in potentially significant impacts to views from scenic corridors. Implementation of Policy VH4 Design Review would reduce these potential impacts to a less than significant level by ensuring that lighting is designed and maintained to prevent light and glare impacts. The project’s lighting impacts are considered a significant contribution to this cumulative impact absent mitigation measures.

The project would not contribute to other significant cumulative impacts as identified in the General Plan.

4.1.5 Mitigation Measures

**Impact AES 1: The project would substantially degrade the existing visual character and quality from the public Local Scenic Corridor.**

While there are no feasible measures that would substantially reduce this impact while also allowing for development of the site, the project is to be constructed. Nevertheless, the project must comply with the following two conditions mitigation measures:

**AES 1-1:** The permittee shall receive Preliminary and Final approval from the Design Review Board. The DRB shall specifically consider compatibility with the area and surroundings, architectural treatments, placement of mechanical equipment

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and utility infrastructure, colors, materials, finish floor elevations, night lighting, trash enclosures, and landscape palette during review of all project plans, including the lighting, utility, landscape, and building plans.

**Plan Requirements and Timing:** The DRB review shall include site plan, floor plan, elevations, grading plan, landscape plan, and lighting plan consistent with the City’s DRB submittal requirements. The permittee must provide the DRB with all materials as required requested by the DRB to complete their review. The DRB must provide Preliminary and Final approval shall be granted prior to issuance of an LUP. In particular, the DRB shall review the following items of concern affecting the project:

a. Public scenic vistas and view opportunities;
b. Size, bulk and scale/massing;
c. Architectural style and detailing;
d. Quality of building materials;
e. Appropriateness of landscaping for screening and surroundings; and
f. Lighting/glare spillover.

**Monitoring:** City staff shall verify compliance prior to issuance of an LUP, during field inspection, and prior to final inspection.

**AES 1-2:** The height of structural development shown on final plans shall not exceed the mean height and peak height shown on approved project exhibit maps. Finished grade shall be consistent with the approved final grading plan. The permittee must ensure that the project complies with height limitations shown on issued City approved LUP plan sets shall be adhered to plans during project construction.

**Plan Requirements and Timing:** During the framing stage of construction and prior to commencement of roofing begins, the permittee shall submit verification from a licensed surveyor demonstrating that the finished grade and mean height and peak height from finished floor of all structures conform to those shown on issued LUP plan sets (see grading sheet for identification of finished floor elevation, elevation sheets for mean and peak height elevations in order to determine overall height above sea level).

**Monitoring:** City staff shall verify compliance prior to issuance of an LUP, during field inspection, and prior to commencement of roofing.

**Monitoring:** The Planning and Environmental Services Director, or designee, must verify compliance before the City issues a Certificate of Occupancy.
Impact AES 2: The project would introduce a new development with a visual character that may differ from the character of some surrounding development. This impact would be less than significant and therefore, mitigation measures are not required.

AES 2-1  (Recommended): The permittee shall revise the landscaping plan to include vegetation that would shield the SCE Southern California Edison substation from easterly views from residential buildings within the project site, mainly Building 436 in the northeast corner of the site, as (since this Building would sit at a higher elevation directly opposite the substation looking down into the facility). It is important that any landscaped vegetation would not extend to heights (at maturity) that would intrude into interfere with skyline views from areas off-site. The preferred method shall be to secure an easement or other legal agreement to allow for low profile screen trees to be planted and maintained along the western exterior perimeter of the SCE facility’s existing perimeter chain-linked fence that contains slats and/or a concrete masonry wall (currently covered with ivy). The trees must extend above the height of the perimeter fence.

Plan Requirements and Timing: The permittee shall submit to Planning and Environmental Services Department, for review and approval a substation screening landscape plan, along with legal agreements to allow for installation and long-term maintenance. The landscaped architect shall include the tree species and maximum heights of the landscape trees at maturity as part of the DRB’s review. The permittee must also submit legal agreements ensuring installation and long-term maintenance to the Planning and Environmental Services Director, or designee. The Planning and Environmental Services Director must approve such plans, and the City Attorney must approve the legal documents, before the City issues a LUP for any residential building.

Monitoring: City staff shall The Planning and Environmental Services Director, or designee, must verify compliance prior to issuance of an with this mitigation measure before the City issues a LUP for any residential building, during field inspection, and through long-term field inspections, as needed.

Impact AES 3: The project could detract from the aesthetic quality of the area if unsightly elements are not properly concealed and if the property is not adequately maintained.

AES 3-1: Construction – The permittee must ensure that construction debris shall be prevented from blowing off-site and shall be screened from public view during the construction phase. Construction staging areas shall be screened from public view. Project-specific BMPs required pursuant to the project’s SWPPP shall include shaker plates or other approved devices to prevent dirt track out of the project site. Trash receptacles shall be emptied at least once every other day and shall not be permitted to overflow. Stockpiles of materials shall be screened from public view to the extent feasible. Graffiti shall be removed from any surface within 24 hours.

Plan Requirements and Timing: Covered receptacles shall be provided on-site prior to commencement of any grading
or construction activities. Waste shall be removed not less than once every two days or more frequently as directed by City staff. The Planning and Environmental Services Director, or designee, City staff the name and phone number of a contact person(s) to monitor construction trash/waste and organize a clean-up crew. Additional covered receptacles shall be provided as determined necessary by City staff. This requirement shall be noted on all plans prior to LUP issuance. Trash control shall occur throughout all grading and construction activities. Construction staging areas shall be surrounded by temporary fencing and screened from view. Material stockpiles shall be placed in areas where they will be screened from public view from the public right-of-way. The site shall be left in a clean and tidy condition at the end of any working day. The site shall be fenced with temporary fencing during the construction phase. All graffiti shall be removed from any surface within 24 hours of its appearance. These requirements must be noted on all plans before the City issues a LUP for grading.

**Monitoring:** City staff shall inspect The Planning and Environmental Services Director, or designee, must periodically inspect throughout the grading and construction phase(s) of the project to verify compliance with this mitigation measure.

**AES 3-2:** The permittee shall enter into a maintenance agreement, in a form approved by the City Attorney, with the City. The maintenance agreement shall specify maintenance standards for landscaping maintenance, building maintenance (including painting and roofing, graffiti abatement), roadway and parking area maintenance, and stormwater system maintenance.

**Plan Requirements and Timing:** A draft maintenance agreement must be submitted to the City Attorney for review before the City issues a LUP for any commercial or residential building. The permittee shall sign the maintenance agreement, prior to LUP issuance, approved by the City Attorney’s Office, including at least a 5-year maintenance period, before the City issues a certificate of occupancy LUP.

**Monitoring:** City staff shall The Planning and Environmental Services Director, or designee, must verify compliance with this requirement.

**AES 3-3:** All new utility service connections and above-ground mounted equipment such as backflow devices, etc, shall be placed on private property, screened from public view and/or painted in a soft earth-tone color(s) (red is prohibited) so as to blend in with the project. Screening may include a combination of landscaping and/or fencing/walls. Whenever possible, utility transformers shall be placed in underground vaults, unless otherwise approved by the Planning and Environmental Services Director, or designee, and then must be completely screened from view. All gas and electrical meters shall be concealed and/or painted to match the building. All gas, electrical, backflow prevention devices and communications equipment shall be completely concealed in an enclosed
portion of the building, on top of the building, or within a screened utility area. All transformers and vaults that must be located within the right-of-way shall must be installed below grade unless otherwise approved by the Community Services Director, or designee City, and then must be completely screened from view.

**Plan Requirements and Timing:** The plans submitted for City staff and DRB Preliminary/Final review shall must identify the type, location, size, and number of utility connections and above-ground mounted equipment as well as how such equipment would be screened from public view and the color(s) that it would be painted so as to blend in with the project and surrounding area.

**Monitoring:** Prior to the City issues a certificate of occupancy, City staff shall the Planning and Environmental Services Director, or designee, must verify that all above-ground utility connections and equipment is installed, screened, and painted per the approved final project plans.

**AES 3-4:** All utility distribution lines within the project site shall must be undergrounded.

**Plan Requirements and Timing:** The final development plan shall must be revised as noted and shall be reviewed and approved by City staff prior to approval of must be review and approval by the Planning and Environmental Services Director, or designee, City staff before the City issues any Land Use Permit LUP for grading and/or clearance for map recordation, whichever occurs first.

**Monitoring:** City of Goleta staff shall The Planning and Environmental Services Director, or designee, must review the final development plan plans and all subsequent plans submitted for approval of any Land Use Permit, building, or grading permit(s) to verify compliance. City staff shall The Planning and Environmental Services Director, or designee must verify utility installation per the approved plans prior to the City issues any certificate of occupancy clearance for the project.

**AES 3-5:** The permittee shall must submit a composite utility plan for City staff and DRB Preliminary/Final review. All external/roof mounted mechanical equipment (e.g., any HVAC condensers, switch boxes, etc.) shall must be included on all building plans and shall be designed to be integrated into the structure and/or screened in their entirety from public view.

**Plan Requirements and Timing:** Detailed plans showing all external/roof mounted mechanical equipment shall must be submitted for review and approval by the Planning and Environmental Services Director, or designee, City staff and the DRB prior to LUP issuance, before the City issues a LUP for any commercial or residential building.

**Monitoring:** Prior to the City issues any certificate of occupancy clearance, City staff shall, The Planning and Environmental Services Director, or designee, must verify installation of all external/roof mounted mechanical equipment per the approved plans.
AES 3-6: Trash/recycling enclosure(s) shall must be provided. All trash storage areas shall must be screened with covered trash enclosures that are architecturally compatible with the project design. Such enclosures shall must have a solid wall of sufficient height to screen the area and support an enclosure covering and shall must include a solid gate. All trash storage areas shall must be maintained in good repair.

Plan Requirements and Timing: The enclosure shall must be compatible with the architectural design of the project, shall be of adequate size for trash and recycling containers (at least 50 sf), and shall be accessible by users and for removal. The trash/recycling area shall must be enclosed with a solid wall of sufficient height to screen the area, shall include a solid gate and a roof, and shall be maintained in good repair, in perpetuity. The enclosure(s) shall must be shown on project plans and shall must be reviewed and approved by City staff and the DRB prior to LUP issuance before the City issues a LUP for any commercial or residential building.

Monitoring: Prior to Before final inspection the City issues any certificate of occupancy, City staff shall the Planning and Environmental Services Director, or designee, must site inspect to ensure installation according to verify installation of all trash and storage enclosure/areas per the approved plans.

AES 3-7: Project landscaping shall must consist of approximately seventy-five percent (75%) drought-tolerant native and/or Mediterranean type plant coverage which adequately complements the project design and integrates the site with surrounding land uses. Project landscaping shall consist of plant species, which are known to thrive in the site’s specific soil characteristics (e.g., highly saline), based on soil testing that evaluates soil characteristics to appropriate depths. The plant materials used in landscaping must be compatible with the Goleta climate pursuant to Sunset Western Garden Book’s Zone 24 published by Sunset Books, Inc., Revised and Updated 2001 2012 edition. Landscaping shall must also provide partial screening of the site parking areas and structures, complement the project design, and integrate the site with surrounding land uses. Such landscaping shall must include native, drought tolerant species wherever feasible.

Plan Requirements and Timing: The final landscape plan shall must identify the following:

- a) type of irrigation;
- b) all existing and new trees, shrubs, and groundcovers by species;
- c) size of all plantings;
- d) map showing areas of high saline constrained soils; and
- e) location of all plantings;
- f) drought-tolerant native and/or Mediterranean type plant coverage; and
- g) statement of compatibility with the Goleta climate.
The final landscape plan shall be reviewed and approved by the DRB and the City staff (and Fire Department for landscaping in or near the open space area, Fire Department approval shall also be required) prior to before the City issues a LUP for any commercial or residential building issuance. The project landscaping must comply with the approved plant palette shall be adhered to throughout the life of the development.

Monitoring: Prior to final inspection, City staff shall the Planning and Environmental Services Director, or designee, must site inspect to ensure that landscaping was installed consistent with the final landscape plan.

AES 3-8: The permittee shall enter into a maintenance agreement, in a form approved by the City Attorney, to install required landscaping and water-conserving irrigation systems as provided in the final landscape plan as well as to maintain required landscaping and water-conserving irrigation systems for the life of the project.

Plan Requirements and Timing: A draft maintenance agreement must be submitted to the City Attorney for review before the City issues a LUP for any commercial or residential building. The permittee shall sign and execute the landscape installation and maintenance agreement, including at least a 5-year maintenance period, prior to before the City issues a LUP certificate of occupancy issuance. Performance securities for installation and maintenance shall be reviewed and approved by the Planning and Environmental Services Director, or designee, before the City staff prior to issues a certificate of occupancy LUP issuance.

Monitoring: Prior to final inspection, the City issues a certificate of occupancy, City staff site the Planning and Environmental Services Director, or designee, must inspect the site to ensure installation according to the approved plan. The Planning and Environmental Services Director, or designee, must check maintenance as needed. Release of any performance security requires appropriate documentation and City staff signature. The Planning and Environmental Services Director, or designee, may release any performance security upon satisfaction of the terms of the agreement and with verification from a licensed landscape architect that the installed landscaping species conform to those shown on issued-LUP plan sets.

AES 3-9: No signs of any type are approved within this action unless otherwise specified. All signs require a separate sign permit and Design Review Board (DRB) approval and shall comply with the City of Goleta sign regulations set forth in the Goleta Municipal Code (Article I, Chapter 35 of the Municipal Code).

Monitoring: City staff shall verify compliance with this requirement.

AES 3-10: An Overall Sign Plan (OSP) shall be required for the commercial and residential components of the project pursuant to the Goleta Municipal Code (Article I, Chapter 35 of the Municipal Code) as may be amended or any superseding sign regulations. The Overall Sign Plan and individual tenant signs shall be reviewed and approved by the DRB and City staff. The Planning and Environmental Services Director, or designee, must verify compliance with this requirement.

Plan Requirements and Timing: An OSP application must be submitted before the City issues a certificate of occupancy. The OSP shall be reviewed and approved by DRB and City staff prior to issuance of the Land Use Permit for the project. Individual tenant signs shall be reviewed and approved by the DRB and City staff prior to the issuance of any Sign Certificate of Conformance for the project. The Planning and Environmental Services Director, or designee, before the City issues a Sign Certificate of Conformance or its functional equivalent must verify compliance with this requirement.

Impact AES 4: The project could impact coastal plain views from the Glen Annie/Storke Road Overpass. This impact would be less than significant, and therefore, mitigation measures are not required.

Impact AES 5: The project would alter views of the Santa Ynez Mountains from Hollister Avenue.

While there are no feasible measures that would substantially reduce this impact while allowing for development of the site, the project must comply with conditions AES 1-1 and AES 1-2 and the following condition:

AES 5-1 (Recommended): The landscaping along the Hollister Avenue frontage is limited to species whose mature heights would not obstruct views of the Santa Ynez Mountains above the structures. Height limitations shown on issued-LUP plan sets must be adhered to during landscape installation.

Plan Requirements and Timing: The landscaping plan must be reviewed and approved by the DRB before the City issues a LUP for any commercial buildings. Landscaping plans shall include species that indicate the mature height of plants. Landscape elevations/perspectives along the Hollister Avenue frontage shall be prepared identifying species’ likely mature heights and unobstructed showing views of the Santa Ynez Mountains above the structures. During installation of landscaping and prior to issuance of a Certificate of Occupancy for any commercial structure, the permittee shall submit verification from a licensed landscape architect that the installed landscaping species conform to those shown on the issued-LUP plan sets.
Monitoring: The Planning and Environmental Services Director, or designee, City staff shall must verify the landscape plans reviewed and approved by the DRB and identify mature heights of plants compliance prior to issuance of before the City issues a LUP for any commercial building. The permittee must submit during field inspection, and verification from a licensed landscape architect that the installed landscaping species conform to those shown on issued-LUP plan sets prior to issuance of before the City issues a certificate of occupancy.

Impact AES 6: The project would alter northerly views of the Santa Ynez Mountains from the Marketplace Drive/Hollister Avenue Viewpoint.
This impact would be less than significant and therefore, mitigation measures are not required.

Impact AES 7: The project may alter southerly views from other public view locations north of the site.
This impact would be less than significant and therefore, mitigation measures are not required.

Impact AES 8: The project would alter private views from residential units east of the site.
This impact would be less than significant and therefore, mitigation measures are not required.

Impact AES 9: The project would introduce new sources of light and glare.
AES 9-1: Any exterior night lighting installed on the project site must be of low intensity, low glare design, and be hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels. Exterior lighting fixtures shall must be kept to the minimum number and intensity needed to ensure public safety. These lights shall be dimmed after 11:00 p.m. to the maximum extent practical without compromising public safety as determined by the Police Chief, or designee. Upward directed exterior lighting is prohibited. All exterior lighting fixtures shall must be appropriate for the architectural style of the structure and surrounding area.

Plan Requirements and Timing: The locations of all exterior lighting fixtures, complete cut-sheets of all exterior lighting fixtures, and a photometric plan prepared by a registered professional engineer showing the extent of all light and glare emitted by all exterior lighting fixtures must be reviewed and approved by the DRB, and City staff the Planning and Environmental Services Director, or designee, and Police Chief, or designee, prior to before the City issues a LUP for any commercial or residential building issuance.

Monitoring: Before final inspection the City issues a certificate of occupancy, the Planning and Environmental Services Director, or designee, City staff shall must inspect exterior lighting fixtures to ensure that exterior lighting fixtures have been were installed consistent with approved plans.

Impact AES 10: The project would introduce new sources of shade and potentially limit solar access.
This impact would be less than significant and therefore, mitigation measures are not required.
Impact AES 11: The project would relocate transmission lines to less visible locations.
This impact would be beneficial and therefore, mitigation measures are not required.

4.1.6 Residual Impacts
The project would result in two significant unavoidable impacts (Class I): impacts on the existing visual character and quality from the public Local Scenic Corridor (AES 1) and impacts on mountain views from Hollister Avenue (AES 5 and the project’s contribution to cumulative impacts). The project’s impacts with respect to aesthetic quality (AES 3) and light and glare (AES 9 and the project’s contribution to cumulative impacts) would be reduced to a less than significant level with implementation of the mitigation measures identified above (Class II). Its impacts related to visual character (AES 2) and impacts on other designated scenic and views (AES 4, AES 5, and AES 6), non-designated scenic views (AES 7), and private views (AES 8), and shade (AES 10) would be less than significant without mitigation measures (Class III). Visual resource impacts related to transmission lines being relocated away from Hollister Avenue (AES 11) would be a residual beneficial impact (Class IV).