2.0 PROJECT DESCRIPTION

2.1 INTRODUCTION

If approved, the Westar Mixed-Use Village Project (the “project”) would develop a mix of 274 multi-family residential apartment units and 88,704 square feet of commercial space (including community shopping center and five additional residential live/work condominium units). The project would be developed on a 23.558-acre site located north of Hollister Avenue; south of US Highway 101 (US 101) and the Union Pacific Railroad (UPRR) transit corridor; west of Glen Annie Road; and east of Santa Felicia Road in the City of Goleta (see Figure 2-1 and Figure 2-2).

2.2 PROJECT SITE

2.2.1 Parcels, Land Use Designations, and Zoning

The project site is comprised of two parcels legally described as Parcels A and B of Parcel Map No. 11,218 filed in the office of the County Recorder of the County of Santa Barbara in Book 7, Page 19 of Parcel Maps. The property address is 7000 Hollister Avenue and the County Assessor’s Parcel Numbers for Parcels A and B are 073-030-021 and 073-030-020, respectively. Parcel A is approximately 1.23 acres in size and is located in the southeast corner of the project site. Parcel B is 22.32 acres in size and comprises the majority of the project site. Existing parcel boundaries are depicted in Figure 2-2.

The Goleta General Plan/Coastal Land Use Plan shows the project site is as located in the Inland Area of the City of Goleta. The City’s Goleta General Plan/Coastal Land Use Plan Land Use Map designates Parcel A as Office and Institutional (I-OI); and the parcel is zoned Industrial Research Park (M-RP). The Goleta General Plan/Coastal Land Use Plan Land Use Map designates Parcel B is designated as Medium-Density Residential (R-MD), which permits a minimum residential density of 15 dwelling units per acre and has a target residential density of 20 dwelling units per acre. However, Parcel B is currently zoned Mobile Home Subdivision with an Affordable Housing Overlay, permitting with a residential density of up to 12.3 units per acre (MHS/AHO DR-12.3). A portion of the southern third of the site is covered by a Flight Approach Overlay (F(APR)), and is partially located within one mile from Runway 7-25 of the Santa Barbara Municipal Airport.

2.2.2 Existing Land Use, Vegetation, and Topography

Parcel A contains two structures that provide a total of 9,546 square feet (sf) of floor area. One structure is an office building housing a television studio company and the other is an ATM kiosk containing two drive-through ATMs (see Figure 2-2).

Parcel B, comprising the majority of the project site, is vacant and undeveloped. It is currently vegetated with non-native grasses.

The project site is generally gently sloping from north to south with gradients typically ranging from 1 to 10 percent and limited topographic relief. Elevation ranges from approximately 45 feet above mean sea level (amsl) in the southwest corner of the site to 71 feet amsl in the northeast portion of the site. There is a crescent-shaped, man-made swale (artificial cut) in the northeast portion of the site that is a remnant of a railroad bed. It is bordered by up to 12-foot-high slopes at about 2:1 (horizontal:vertical) gradients on the eastern end, but these become less
pronounced to the western end. The project site is situated at slightly higher elevations than the immediately adjacent properties to the west, east and south. Properties to the west range in topographic elevations from approximately 40 to 45 feet amsl; properties to the east range in topographic elevations from approximately 49 to 50 feet amsl; and properties to the south are at topographic elevations of approximately 39 to 43 feet amsl. The UPRR ROW to the north is lower (ranging from 56 to 61 ft. amsl) as compared to the north portion of the project site (ranging from 62 to 71 ft. amsl).

Based on review of historic aerial photographs and site investigations, Parcel B has not been previously developed. It appears that the site may have provided equipment access for the construction of a nearby freeway on-ramp and the soils report indicates that the site may have received deposits of soils from grading associated with that project.

2.2.3 Surrounding Land Uses

The site is bounded to the north by the Union Pacific Railroad (UPRR) tracks and US 101, which traverse the area in an east/west direction and comprise a collective right-of-way (ROW) of approximately 350 to 550 feet in width. North of the combined transportation ROW are single-family residential neighborhoods.

Hollister Avenue, a divided, four-lane major arterial, bounds the site to the south. South of Hollister Avenue, opposite the project site, is the Camino Real Market Place, a 46-acre regional commercial/retail center of 483,257 sf plus a 22,484-square foot outdoor garden center.

The project site is bounded on the east side by Glen Annie Road. The east side of Glen Annie Road directly across from the project site is fully developed with a mix of office and residential uses including the 58,015 sf Storke/Hollister Research Center, the 60-unit Pacific Glen residential community, and a Southern California Edison (SCE) electrical substation.

To the west of the project site are research and development offices with frontage on Santa Felicia Drive. An animal hospital occupies the corner of Hollister Avenue and Santa Felicia Drive. A series of retaining walls separate the project site from these developed commercial lots.

2.3 PROJECT OBJECTIVES

The objectives of the project include:

1) Create an “in-fill” mixed-use village comprised of up to 300 residential rental units and 5 live/work for-sale units and retail uses totaling approximately 100,000 sf of commercial development, including a drive-through pharmacy, on 23.5-acres of land located within the City of Goleta.

2) Maintain density of residential units sufficient to accommodate units affordable by design and to provide the densities outline in the General Plan as anticipated by the City in its Land Use and Housing Elements so as to meet its “Regional Housing Needs Assessment” requirements for the subject property and to help address the local affordable housing deficit through provision of rental housing.

3) Development of a commercial project component that would include a mix of anchor and smaller retail spaces designed to provide a critical mass of both type and number of services needed in the area.
4) Integrate residential development with the commercial development and surrounding office and research park development to provide integrated housing, employment, and retail opportunities within walking distance of each other.

5) Provide a large common recreation center including a pool and recreation building, as well as four other convenient recreational areas within the residential area for use by the project residents.

6) Provide an additional pocket park recreational opportunity within the project site that would be available to the public.

### 2.4 PROJECT DEVELOPMENT

As noted, the project includes both multi-family residential and commercial components. The site is designed to promote pedestrian and vehicular connectivity between the two uses. Live/work condominiums combine the two uses and introduce an ownership component into the project mix. The residential component would occupy 13.709 gross acres in the northern portion of the site while the commercial component would occupy the southern 9.849 gross acres. Dedication of public right of way easements would result in a net residential area of 13.70 acres and a net commercial area of 9.765 acres, with a total net development area of 23.465 acres.

The primary access to the project would be from Hollister Avenue at the intersection of Marketplace Drive via a main central private drive that bisects the commercial area and continues directly to the residential site. The main drive divides as it approaches the residential area. The easterly drive continues to an intersection with Glen Annie Road, providing a secondary ingress/egress. The westerly extension of the main drive loops behind the commercial structures then continues south back to Hollister Avenue along the western property line. These private drives define the boundary between the residential and commercial areas. These internal drives would be private; with the exception of the portion of the main central drive between the intersection with Glenn Annie Road on the east boundary and the intersection at Hollister Avenue on the south boundary as this segment would contain a public access easement that would allow for through-traffic.

The layout of the project is detailed in Figure 2-3. The cross-sections shown in Figure 2-4 illustrate the physical relationship between the perimeter of the project improvements and adjacent properties. Each of the major components of the project are described further below.

#### 2.4.1 Residential Component

The residential component of the project would include development of 19 buildings containing 274 multi-family housing units with attached single-bay garages, a clubhouse, and a maintenance garage and car wash.

**Multi-family Housing Units**

Four multi-family housing building types are proposed:

- Building Type 100 is a three-story structure containing 19 units and 13 garages.
  - 7 Building Type 100s are proposed.
- Building Type 200 is a three-story structure containing 14 units and 10 garages
  - 8 Building Type 200s are proposed.
• Building Type 300 is a two-story structure containing 11 units and 13 garages
  o 2 Building Type 300s are proposed.
• Building Type 400 is a two-story structure containing 7 units and 8 garages
  o 31 Building Type 400s are proposed.

The distribution of building types and the number of units and garages in each building are summarized in **Table 2-1**.

**Table 2-1**

<table>
<thead>
<tr>
<th>Building No.</th>
<th>Building Type</th>
<th>Apartment Units Per Building</th>
<th>Garages</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>200 400</td>
<td>14 7</td>
<td>40 8</td>
</tr>
<tr>
<td>2</td>
<td>400 300</td>
<td>49 11</td>
<td>13</td>
</tr>
<tr>
<td>3</td>
<td>100</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>200 100</td>
<td>44 19</td>
<td>40 13</td>
</tr>
<tr>
<td>5</td>
<td>100</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>400 200</td>
<td>49 14</td>
<td>43 10</td>
</tr>
<tr>
<td>7</td>
<td>200 100</td>
<td>44 19</td>
<td>40 13</td>
</tr>
<tr>
<td>8</td>
<td>200</td>
<td>14</td>
<td>10</td>
</tr>
<tr>
<td>9</td>
<td>200</td>
<td>14</td>
<td>10</td>
</tr>
<tr>
<td>10</td>
<td>200</td>
<td>14</td>
<td>10</td>
</tr>
<tr>
<td>11</td>
<td>200</td>
<td>14</td>
<td>10</td>
</tr>
<tr>
<td>12</td>
<td>400 200</td>
<td>49 14</td>
<td>43 10</td>
</tr>
<tr>
<td>13</td>
<td>300 100</td>
<td>44 19</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>100</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>400 200</td>
<td>7 14</td>
<td>8 10</td>
</tr>
<tr>
<td>16</td>
<td>100</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>400 100</td>
<td>7 19</td>
<td>8 13</td>
</tr>
<tr>
<td>18</td>
<td>300 200</td>
<td>44 14</td>
<td>43 10</td>
</tr>
<tr>
<td>19</td>
<td>400</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>-</strong></td>
<td><strong>274</strong></td>
<td><strong>244 205</strong></td>
</tr>
</tbody>
</table>

The mix of apartment homes is shown in **Table 2-2**.

**Table 2-2**

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Square Feet (sf)</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>One bedroom</td>
<td>678 – 718 678 – 720 sf</td>
<td>96 98</td>
</tr>
<tr>
<td>Two bedroom</td>
<td>949 – 1,177 949 – 1,177 sf</td>
<td>426 125</td>
</tr>
<tr>
<td>Three bedroom</td>
<td>1,280 – 1,355 1,280 – 1,355 sf</td>
<td>52 51</td>
</tr>
</tbody>
</table>

The 49 18 apartment buildings would contain a total of 269,545 245,060 net leasable sf. The total apartment complex gross square footage would be 383,744 391,323 sf, which would include covered deck/patio areas and common building areas (stairs, vents, utilities, corridors).
In addition to the 274 rental units, the project would include 5 live/work condominiums as part of the commercial component. These are described in greater detail below in Section 2.4.2. Based on an average household size of 2.6 persons per household and a total of 279 units, the project’s estimated population would be approximately 726 persons.¹

**Residential Architecture**

The residential component of the project would be designed in a Tuscan architectural style. Tuscan architecture typically features a mix of stucco in earth tones and stone exterior finishes, pitched roofs, heavy exterior wood beams supported by wood corbels, wrought iron accents, and tower features. The exterior elevations for the residential buildings are shown in Figure 2-5 (Building Type 100), **Figure 2-6** (Building Type 200), **Figure 2-7** (Building Type 300), and **Figure 2-8** (Building Type 400). As illustrated, Building Types 100 and 200 are 3-story buildings with maximum roof heights of 38.4 feet and median roof heights of 35 feet, excluding chimneys and tower features. Building Types 300 and 400 are 2-story buildings with maximum roof heights of 28.15 to 28.75 feet above finished floor grade, with the exception of chimneys and tower features. Exterior building materials would include stucco walls accented with stone veneers, wood shutters and brick caps to accent windows, wrought iron detailing, and metal balcony railing.

The residential buildings are designed to front along pedestrian walkways and open space areas. These areas are intended to function as interior courtyards, variously featuring recreational amenities and seating. Garages would be located at the rear of the buildings and most would be accessed via double-loaded driveways (driveways with parking and/or garages on both sides of the road) that run between the buildings.

Mechanical equipment would be ground-mounted on concrete pads adjacent to the residential structures and would be screened with landscaping.

**Recreational and Open Space Amenities**

The project would provide recreational amenities within a central recreation facility containing a pool and 3,276 square-foot clubhouse, and open space and recreation opportunities within select areas throughout the residential component. These would be private facilities accessible to residents of the project, with the exception of one park along Glen Annie Road, which would be available for public use.

**Central Recreational Facilities**

A large centrally located recreation center would be developed near the entrance to the residential area. Amenities would include facilities such as a tot-lot, half-court basketball court, bench seating, swimming pool and spa, shade structures, BBQ counter, clubhouse, and a courtyard at the clubhouse entry. Management offices would also be located in this area. In addition to providing focus for community activities and recreation, this area is designed to create a defined entry to the residential area and a clear delineation between the residential and commercial land uses. An illustration of the exterior elevation of the clubhouse is depicted in **Figure 2-9**.

¹ Average household size of 2.6 persons per household per City of Goleta General Plan Housing Element Technical Appendix, November 2010, Page 10A-20.
Conceptual Elevations – Building-Type 100

Source: Architects Orange, July 1, 2011.
Conceptual Elevation – Building-Type 200

Source: Architects Orange, July 1, 2011.
Conceptual Elevations – Building-Type 300

Source: Architects Oranga, July 1, 2011.
Other Community Open Space, Gathering Areas, and Recreational Facilities

Open space and gathering areas would be located throughout the residential area. A community gathering space located between Buildings 7, 11 and 9, 12 in the north-central portion of the residential complex would include items such as a gazebo/shade structure, bench seating, bocce ball courts, BBQ areas, and lawns for open play.

A pocket park located between Buildings 42, 2 and 44, 4 in the northeast portion of the site would provide items such as a tot-lot, bench seating, and lawns for open play.

Paseo/open space area between Buildings 13, 14, 15, and 16 in the western portion of the residential area would provide facilities such as a gazebo, bench seating, thematic entry walls, BBQ facilities, and lawns for open play.

A pedestrian walking/jogging trail, surfaced with decomposed granite, would be provided around the perimeter of the residential area.

An open space play and passive gathering area would be provided near the eastern boundary, immediately south of the entrance from Glen Annie Road. This “park” would be adjacent to public parking and readily accessible to the general public.

Maintenance Building and Community Car Wash

A 602 square-foot covered area providing storage for on-site maintenance equipment and a community car wash would be accessible to the project residents. The car wash area would be located in a parking space next to the maintenance building, to be located in the northeast corner of the site, and would be equipped with a cover and a hose bib to allow residents to hand wash their cars. The hose would be equipped at all times with an automatic shut-off nozzle and spent water would be recycled. A conceptual elevation of this feature is provided in Figure 2-10.

Residential Parking

A total of 545 parking spaces would be provided for residents and guests within the residential complex and would include a combination of single-bay garages, uncovered surface parking spaces, and carports, as shown in Table 2-3. An additional 10 garage spaces would be provided for the live/work units in the commercial component. Garages would be incorporated into each of the building footprints on the ground level with living areas above, while carports and open parking spaces would be provided along internal driveways. Parking stalls would also be provided along the north and west boundaries of the residential area, providing a buffer from adjacent land uses such as the railroad ROW and freeway.

<table>
<thead>
<tr>
<th>Types of Parking</th>
<th>Number of parking spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Spaces</td>
<td>266 266^a</td>
</tr>
<tr>
<td>Garage Spaces</td>
<td>244 205</td>
</tr>
<tr>
<td>Carports</td>
<td>66 80</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>545 551</strong></td>
</tr>
</tbody>
</table>

^a Of these, 9 would be designated handicapped parking.
2.4.2 Commercial Component

The commercial component would be developed within a 9.765-acre area (net) in the southern portion of the site. It would include nine retail/commercial structures and one structure containing five live/work condominiums. The ten buildings with anticipated types of uses and respective square footages are provided in Table 2-4.

<table>
<thead>
<tr>
<th>Building</th>
<th>Square feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>A – Commercial</td>
<td>7,000</td>
</tr>
<tr>
<td>B – Commercial</td>
<td>31,812(^a)</td>
</tr>
<tr>
<td>C – Commercial</td>
<td>4,930</td>
</tr>
<tr>
<td>D – Commercial</td>
<td>8,825</td>
</tr>
<tr>
<td>E – Commercial</td>
<td>5,200</td>
</tr>
<tr>
<td>F – Commercial</td>
<td>4,193</td>
</tr>
<tr>
<td>G – Live/work Space(^a)</td>
<td>3,094 3,294</td>
</tr>
<tr>
<td>H – Commercial</td>
<td>10,000</td>
</tr>
<tr>
<td>I – Commercial</td>
<td>15,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>90,054 88,704(^c)</strong></td>
</tr>
</tbody>
</table>

\(^a\) includes 1,812 sf receiving area.

\(^b\) Includes work space within live/work units; does not include residential space. Three of the live/work units would contain 520 sf (Plan 1) and two of the live/work units would contain 867 sf (Plan 2) of designated working space.

\(^c\) While the revised site plan resulted in 88,704 sq.ft., Section 4.0 Environmental Setting and Impact Analysis remains based on the Draft EIR assumed 90,054 sq. ft.

Potential Commercial Component Uses

The project includes the development of buildings that are designed to accommodate future shopping center uses, but does not limit the future use of these buildings to specific types of retail use. Occupancy will be dependent upon future market conditions and leasing agreements. However, future use would need to be consistent with uses allowed within a Convenience Shopping Center as defined by the Zoning Ordinance GMC zoning regulations. These would include, but are not limited to, retail shops, markets, restaurants, drug stores, and offices. The project includes a proposal to specifically allow a pharmacy with a drive-through facility as a permitted use.

Live/work Condominiums

The five live/work units would be located within the commercial component along the eastern boundary of the project site, south of the secondary access from Glen Annie Road and a residential open space area (Building G, as shown in Figure 2-3). Each of these units would provide a living area with three bedrooms and two baths, as well as a work area. The residential portion of these units would range in size from 1,616 (Plan 1) to 1,789 (Plan 2) sf, or a total of 8,426 sf of living area. Each condominium would include a two-car attached garage.
2.0 PROJECT DESCRIPTION

Commercial Component Architectural Style

The commercial shopping development would be consistent with the residential component’s Tuscany style of architecture. Buildings would be designed with varying degrees of articulation to establish the formal elements of building façades. Architectural treatments would be provided on all sides of the commercial structures. Building heights and roof design, including cylindrical features to define certain corners or entrances, would be incorporated into the design. Building heights would vary widely, with roof heights ranging from 19 feet to 32 feet; architectural decorative features would extend up to four feet above the roofline. Roof styles would include both pitched and hipped designs. Building facades would include combinations of stucco, stone, and brick veneers similar in style to the residential architecture. Window features, awnings, arches, and columns would help to establish the center’s visual character (see Figure 2-11). The Elevations of Buildings B, and C; Buildings D, E, F, and G; and Buildings I are shown in Figures 2-12a, 12b, and 12c, respectively. Elevations and floor plans have not been provided for Buildings A & H.

Commercial Component Amenities

The site plan for the commercial component of the project includes a variety of spaces designed for public gathering and facilitating pedestrian access. Plazas, retail courtyards, and gathering spaces would offer outdoor seating, water features, landscaping (including accent planting with trees to provide shade), enhanced decorative paving, and pedestrian walking paths throughout the development. The plaza between Buildings C and D would provide a primary connection between the residential area and commercial area of the project. A second connection between the two project components is provided between Buildings D and E and the residential clubhouse.

The main entrance from Hollister Avenue would include thematic entrance features such as signage walls and pilasters, focal accent trees, accent planting, enhanced decorative paving, and pedestrian connectivity to Hollister Avenue.

Shopping Center Parking

The parking areas associated with the commercial component would be shared among the commercial tenants. There would be 360 parking spaces, including eight handicap-designated spaces and five van spaces. Each non-handicap parking stall would be 9 feet wide by 18 feet deep. No compact parking spaces are proposed. Parking would be generally located in two large areas on either side of the main driveway.

Hours of Operation

The commercial shopping center hours of operation would be 6:00 AM to 12:00 midnight daily. Not all businesses would be open during these hours, but businesses would not be open for business before or after these hours. Employees may arrive on-site before 6:00 AM to prepare for opening and leaving the site after 12:00 midnight following closing.

It is anticipated that all businesses would receive most deliveries of merchandise and food products between 7:00 AM and 10:00 AM, Monday through Saturday. Deliveries would not be allowed on Sunday. It is anticipated that all refuse and recycling bins would be serviced once per day after 7:00 AM.

2 This will accommodate a late close to accommodate restaurant service hours.
Conceptual Shopping Area Theme

Conceptual Elevations – Commercial Buildings B and C

Building B

“B” REAR (WEST) ELEVATION

“B” STREET (SOUTH) ELEVATION

“B” FRONT (EAST) ELEVATION

Building C

“C” BLDG FRONT (SOUTH) ELEVATION

“C” BLDG FRONT (EAST) ELEVATION

“C” BLDG REAR (NORTH) ELEVATION

CENTRAL COURT MODEL VIEW

Building D

“D” BLDG FRONT (SOUTH) ELEVATION

“D” BLDG REAR (NORTH) ELEVATION

Building E, F & G

FRONT ELEVATION

REAR ELEVATION

Building I

Front

Right

Rear

Left

2.4.3 Access and Circulation

Access to the project site would be via Hollister Avenue and Glen Annie Road, with internal roadways providing circulation throughout the site.

Access

Primary ingress and egress would be via a new connection to the Hollister Avenue/Marketplace Drive intersection, which is presently a “T” intersection controlled by traffic signals. This primary access driveway would form the north leg of the Hollister Avenue/Marketplace Drive intersection, resulting in a conventional four-leg intersection. The main driveway is located at the approximate midpoint of the project frontage along Hollister Avenue.

Secondary access for the project would be provided via three additional driveway entrances: 1) two 30-foot wide driveway connections from Glen Annie Road; and 2) a second, 30-foot driveway from Hollister Avenue at the west end of the project site. One of the connections to Glen Annie Road on the east (aligned with Sespe Lane) would provide secondary access to the project’s residential area and a connection to Hollister Avenue at the intersection of Marketplace Drive. The second provides additional access to the commercial center. The secondary access along Hollister Avenue in the southwest portion of the site would provide access to the loading docks of the commercial uses, a secondary residential entry along the west boundary, and a circular vehicle turn around area.

Internal Circulation

The main entrance driveway into the project site would consist of a 25-foot wide two-lane inbound section and a 25-foot wide two-lane outbound section separated by an 8-foot wide median. The outbound section would provide a left-turn lane and a left + thru + right-turn lane. The entry would taper from 58-feet wide at Hollister Avenue to 40-feet wide where the shopping center abuts the residential complex. The main access driveway would further taper to 30-feet at the Glen Annie Road entrance.

Within the commercial area, two-way traffic would be accommodated within drive aisles branching off of the main driveway to the east and west. The east branch of this internal drive aisle would extend behind commercial buildings E, F, and G and exit the site onto Glen Annie Road. The west branch of the drive aisle would travel behind commercial buildings B, C, and D and ultimately connect with the westerly, secondary access to Hollister Avenue. Additional circulation within the commercial area would consist of two-way drive aisles with parking spaces on one or both sides.

Within the residential area, two-way traffic would be accommodated via drive aisles that branch off of the main driveway in a northerly direction and connect to a through drive aisle along the northern boundary of the site to form a looped circulation system. The internal circulation includes two direct intersections with the main drive: one east of the central recreation area and another at the far west end of the project site. All other driveways dead end within the complex. Parking and/or garages are located along either one or two sides of the internal drive aisles.

Pedestrian linkages are proposed throughout the development to connect the various uses throughout the site. In addition, a decomposed granite trail would run along the northern and western property lines that would connect to the sidewalk along the southern and eastern property lines to complete a jogging loop around the entire property.
2.4.4 Improvements to Glen Annie Road and Hollister Avenue

Hollister Avenue would be widened on the north side to provide an eastbound left-turn lane and a westbound right-turn lane for traffic in-bound to the site. Additionally, a Santa Barbara Metropolitan Transit District (MTD) fully-improved Bus Stop would be constructed west of the main driveway along Hollister Avenue and would include a bus turnout at the curb-line, shelter, trash can(s), benches, lighting, and signage, and etcetera. Frontage improvements along Hollister Avenue and Glen Annie would include sidewalk, curb, gutter, streetlights, and landscaping. The Hollister Avenue streetscape would include a meandering sidewalk, city street trees, bio-swale elements, and pedestrian connectivity to the retail and residential areas of the project.

The project would improve Glen Annie Road by creating a cul-de-sac at the northern terminus and parking along the western, southbound side of the road. A total of 32 public parking spaces along Glen Annie Road, which have not been counted in any of the project’s parking statistics (discussed above) would be provided. The parking is to replace/improve existing parking along this road, which is currently being used by residents/visitors of the residential development to the east of the site, and is not counted toward the project’s parking accommodations required to be met under the City’s Municipal Zoning Code. The parking stalls would be angled to allow vehicles to back out without crossing the centerline of the roadway.

The Glen Annie Road/Hollister Avenue intersection would be reconfigured to restrict southbound left-turns from Glen Annie Road on to eastbound Hollister Avenue, but would allow eastbound left-turns from Hollister Avenue to northbound Glen Annie Road.

A traffic signal would be installed at the Glen Annie Road/Hollister Avenue intersection, as it would continue to provide full access. The intersection is currently controlled by a stop sign. Two crosswalks would also be installed to allow pedestrians to safely cross Glen Annie Road and Hollister Avenue at this location.

2.4.5 Landscaping

A Preliminary Landscape Plan was prepared for the entire 23.465-acre project site and provides a suggested plant palette and layout. The total landscaped area of the project, including both the residential and commercial components, would cover approximately 291,311 sf. Open space areas would include grass lawns and incorporate bio-swales. Landscaping treatments within the commercial areas would be provided as decorative elements and to mask back-of-house retail/loading areas. Decorative trellises/arches would be placed throughout the residential area. Landscaping would also be used to screen utilities throughout the property. The conceptual landscape plan is provided in Figure 2-13a. A more detailed description of specific landscape features such as utility screening and landscaping of the residential paseo/open space, residential recreation area, and the retail commercial gathering spaces is illustrated in Figure 2-13b.

2.4.6 Grading and Drainage Facilities

Grading

The project site is gently sloping with a grade differential of approximately 26 feet in the natural condition and requires grading to achieve pad elevations and gradients needed to construct and
Preliminary grading plans include earthwork quantities. According to these estimates, grading will involve 49,100 cubic yards of cut and 48,800 cubic yards of compacted fill with a potential net export of 300 cubic yards of dirt from the project site (Penfield & Smith, January 18, 2010). The net export would likely be deposited as a net import at another project site within Goleta city limits (e.g., the Cabrillo Business Park project is in need of fill). The earthwork quantities include spoils generated by trenching for wet and dry utilities and foundation footings and assume shrinkage due to compaction and excavation/recompaction of soil during the grading process. The site grading would create two large building pads: one for the commercial component and a second for the residential component. The elevation of the residential pad would be higher than the commercial pad. Slopes constructed between the residential and commercial building pads would vary from 2:1 to 4:1 with widths of approximately 18 to 33 feet. The highest finished grade elevation within the residential area would be approximately 64 feet amsl at the central north boundary, and the site would gradually slope downward to the south and southwest to a finished grade elevation of 59 feet amsl within the residential area. The main access road would have a finished grade elevation of approximately 50 feet amsl at its lowest point within the residential area. The eastern portion of the site would be graded to drain to the southeast. Finished grade within the commercial area would range from approximately 50 feet amsl to 40 feet amsl. Grading operations would include the construction of individual building pads for each structure, over-excavation as needed for streets and driveways, and trenching and backfilling for installation of underground utilities.

**Drainage Facilities**

The project would be required to detain incremental stormwater flows onsite until they can be safely discharged into the public storm drain system without overloading its downstream capacity. To accomplish this, and to ensure pre-treatment of stormwater and nuisance flows (e.g., non-stormwater flows such as irrigation runoff) for water quality purposes, stormwater and nuisance flows would be collected within the project site through a series of concrete swales, bio-swales, and bio-retention areas and ultimately directed through on-site storm drains to a 120,500 cubic-foot subsurface stormwater detention chamber or group of chambers located beneath the commercial center parking lot in the southwest quadrant of the site. Stormwater would be allowed to percolate into the underlying groundwater basin while it is retained within the subsurface retention chamber(s). The subsurface detention system would allow any excess or overflow water to leave the site through an outlet to a storm drain that would extend west to the secondary Hollister access and discharge into existing storm drain facilities in Hollister Avenue. In order to provide for the appropriate outlet conditions from the proposed underground detention basin, a reach of about 250 feet of 27-inch diameter reinforced concrete storm drain in Hollister Avenue (between the point of on-site discharge and Santa Felicia Drive) would be replaced with a 36” diameter storm drain. When bioswales and bio-retention areas cannot be used, commercial media filters would be added to catch basins.

Some landscaped areas, open space passive gathering, and open play areas would be graded to serve a dual purpose as bio-retention areas to reduce stormwater runoff.

The grading and drainage plan for the site is provided as [Figure 2-14 Preliminary Grading and Drainage Plan](#).

### 2.4.7 Relocation of Overhead Transmission Lines

Currently, overhead SCE transmission and distribution lines exist along Glen Annie Road and Hollister Avenue. Two sets of overhead transmission lines extend from the SCE substation at...
the northerly terminus of Glen Annie Road. They consist of two 66 kV transmission circuits, on wooden and steel pole structures, and extend south along the western side of Glen Annie Road.

At the corner of Glen Annie Road and Hollister, one of the two 66 kV lines has been undergrounded at the location of a steel pole and continues eastward, under Hollister Avenue toward the University of California Santa Barbara (UCSB) campus. The other 66 kV line remains above ground and turns westward at this same location, supported by a series of wooden poles, along the north side of Hollister Avenue, near the southern boundary of the project site. This 66 kV line would be relocated to the northern and western property lines. Specifically, this line would leave the substation, connect to a pole on Glen Annie and from there, extend north and connect to a new pole near the northeast corner of the project site. From there, the line would continue on a new wood pole line in a southwesterly direction parallel to the northern boundary of the site to a pole near the northwestern corner of the site. At that location, this line will turn south on a new pole line to a pole near the southwestern corner of the site, at Hollister. From there the line will turn west down the north side of Hollister, away from the site. Figure 2-15 indicates the locations for these lines.

Parking along the north and west boundaries of the site where the poles are located would be prohibited to ensure SCE access to the transmission line for maintenance, as needed.

2.4.8 Utilities

A summary of utility service providers is provided in Table 2-5.

<table>
<thead>
<tr>
<th>Utility</th>
<th>Service Provider</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water</td>
<td>Goleta Water District</td>
</tr>
<tr>
<td>Sewer</td>
<td>Goleta West Sanitary District</td>
</tr>
<tr>
<td>Natural Gas</td>
<td>Southern California Gas Company</td>
</tr>
<tr>
<td>Electricity</td>
<td>Southern California Edison</td>
</tr>
<tr>
<td>Cable</td>
<td>Cox Communications</td>
</tr>
<tr>
<td>Telephone</td>
<td>Verizon</td>
</tr>
<tr>
<td>Solid Waste Pick-up</td>
<td>Marborg Industries</td>
</tr>
</tbody>
</table>

The water supply system would be looped to water mains on Hollister Avenue and Glen Annie Road.

Utility easements would be recorded for utility services. The existing aboveground cable television and phone lines would be undergrounded and all new on-site cabling for electrical services, fiber optics, and internet would be installed underground. Other components of the site’s utility infrastructure such as backflow preventers, transformers, water meter assemblies, gas meters, power meters, cable TV pedestals, etc., would be installed aboveground. Figure 2-16 Conceptual Utility Plan illustrates the location of utilities and utility easements.

The use of a photovoltaic system provided by Solar Electrical Systems is being studied and could be incorporated into the project at a later date, reducing the project’s demand for electricity drawn from the SCE grid.
Existing Transmission Lines

Proposed Transmission Lines

Aerial Photo Source: Ventura County, 2005

Proposed Transmission Line Relocation
2.4.9 Vesting Tentative Tract Map
The Vesting Tentative Tract Map (VTM) would divide the property into 10 individual lots: Lots 1 through 9 would be located within the commercial component and Lot 10 would include the entire residential component. The VTTM would grant SCE a 25-foot wide exclusive electrical transmission easement along the north property line and along the western property line. The project would also grant a public pedestrian access easement of varying width surrounding the project site to the City of Goleta. This easement would be located within the SCE easement on the north and west sides of the site. The VTTM also grants two small water easements to the Goleta Water District: one at the east boundary and one at the southwest boundary. The VTTM is provided in Figure 2-17a and 17b.

2.4.10 Rezone
The zone change (08-143-RZ) would affect the southern 13.7 net acres of the property by changing the Mobile Home Subdivision zone designation with an Affordable Housing Overlay with densities of up to 12.3 units per acre (MHS/AHO DR-12.3) and Industrial Research Park (M-RP) zone designation to a Shopping Center (SC) zone designation. A zone change would also affect the northern 9.85 acres of the property by changing the MHS/AHO DR-12.3 to Design Residential 20 (DR-20) units per acre zone designation.

2.4.11 Development Agreement
A Development Agreement application has been submitted. The Development Agreement does not require or obligate the permittee or City to pursue any physical changes to the environment and, therefore, has no potential to cause environmental impacts.

2.4.12 Construction
The total duration for all construction phases for the project is estimated to be 15 months. It is assumed that the commercial construction duration would be 10 months and the residential construction duration would be 14 months. Both portions would be built concurrently.

2.5 REQUESTED APPROVALS
The project requires the following approvals from the City of Goleta:

- General Plan Amendment (08-143-GPA) of General Plan/Coastal Land Use Plan (GP/CLUP) Land Use Element Figure 2-1 (Land Use Plan Map) to change the Land Use Designation for APN 073-030-020 and -021 located at 7000 Hollister Avenue for the southern portion of the site from Medium-Density Residential (R-MD) and Office and Institutional (I-OI) to Community Commercial (C-C). An Addendum (per CEQA Guidelines Section 15164) to the City of Goleta General Plan/Coastal Land Use Plan Final Environmental Impact Report (SCH#2005031151) is being processed concurrently with the project.
- Zone change (08-143-RZ) would affect the southern portion of the property by changing the Mobile Home Subdivision zone designation with an Affordable Housing Overlay with densities of up to 12.3 units per acre (MHS/AHO DR-12.3) and Industrial Research Park (M-RP) zone designation to a Shopping Center (SC) zone designation. A zone change would also affect the northern portion of the property by changing the MHS/AHO DR-12.3 zone designation to Design Residential 20 (DR-20) units per acre zone designation.
The zone changes would be consistent with the General Plan Amendment Land Use Designation changes as requested in 08-143-GPA.

  - Ordinance Amendment (08-143-OA) to amend the Shopping Center Uses Permitted with a Minor CUP to allow “a residential use that is secondary to the permitted commercial use.” The City’s Zoning Ordinance Goleta Municipal Code does not include a zoning category for live/work units. Accordingly, this Ordinance Amendment would allow for live/work units. Goleta Municipal Code zoning regulations to add a “Live/Work” definition to IZO §35-209, to add a “Live/Work” use permitted with a Major Conditional Use Permit in Convenience and Community Shopping Centers within the Shopping Center Zone District IZO § 35-231.6, and to add a “Live/Work” use permitted with a Minor Conditional Use Permit in the Retail commercial Zone District IZO § 35-225.5.
  - Minor–Major Conditional Use Permit (10-040-CUP) to permit development of the 5 live/work units, consistent with Ordinance Amendment 08-143-OA.
  - Major Conditional Use Permit (10-041-CUP) to permit a pharmacy drive-through facility.
  - A Vesting Tentative Tract Map to merge and re-subdivided the two existing lots of record (APN 073-030-020, 021) to create 11 new parcels.
  - Development Plan (08-143-DP) to provide project-specific development standards for the residential and commercial components.