CHAPTER 4
ENVIRONMENTAL SETTING AND IMPACT ANALYSIS
SECTION 4.1
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4.1 AESTHETICS AND VISUAL RESOURCES

4.1.1 Existing Setting

Aesthetic values are important aspects of a community in establishing its identity, sense of place, and quality of life. Goleta Valley is well known for the scenic beauty of its open spaces, foothills, and ocean and mountain views. Goleta lies between the Santa Ynez Mountains and the Pacific Ocean. Although the mountains are outside city boundaries, these landforms remain largely undeveloped and provide a scenic backdrop to Goleta’s urbanized area. Prominent features of the foothills and mountains are seen throughout the city and include expanses of orchards, chaparral, and rock outcroppings. (City of Goleta 2006a, page 6-1).

The project is located on the north side of Hollister Avenue, bounded by La Patera Lane on the east and Robin Hill Road on the west. General Plan Policy VH 2.1 and Figure 6-1, the Scenic and Visual Resources Map, identify Hollister Avenue west of Fairview Avenue as a Scenic Corridor. Figure 6-1 of the General Plan identifies scenic corridors that pass through, or provide visual access to, areas of high scenic value. The Visual and Historic Resources Element identifies both coastal and mountain views as important views to be protected and the segment of Hollister Avenue in front of the project site is identified on Figure 6-1 as “a vantage point for viewing scenic resources in all directions.” Views of the Santa Ynez Mountains from Hollister Avenue, near the project site, are most prominent when travelling eastbound (toward the City of Santa Barbara). Traveling westbound on Hollister Avenue (toward Storke Road), views of the mountains across the project site are far less perceptible, due to existing structures and vegetation, as well as the distance of the mountains that are visible within this viewshed. There are no coastal views at this location due to intervening topography, vegetation, and the Santa Barbara Municipal Airport.

The project vicinity includes a broad mix of industrial and commercial uses, including research and development, office, light-manufacturing, retail space (former car dealership), and development associated with the Santa Barbara Municipal Airport. Structural development includes a variety of architectural styles, building heights, building sizes, and landscape treatments, although many of the structures include substantial front yard setbacks (e.g., exceeding the Zoning Ordinance requirements of 50 feet from the right-of-way and 80 feet from the centerline of Hollister Avenue).

As development has continued to fill in along the north side of Hollister Avenue, scenic views of the Santa Ynez Mountains have diminished, although the ridgeline is still visible along most of the corridor. The project site is one of several undeveloped parcels on the north side of Hollister Avenue (between Los Carneros Road and Fairview Avenue), through which broad mountain views are available between buildings and trees for eastbound travelers using Hollister Avenue. When approaching the project site from the west, views of development on the north side of the street are of varied building styles and sizes. There is no strong architectural or design theme. The general visual context on the north side of this segment of Hollister Avenue is of older industrial, service industrial, and research park developments. The scenic views of the mountains from this section of Hollister Avenue are generally visible behind these existing developments, although in some cases views are briefly screened by landscaping or structures.
Primary public views of the undeveloped portion of the site are from Hollister Avenue, although the site has limited project frontage on Hollister Avenue (approximately 350 feet). Given the nearly level topography of the property and the lack of effective screening landscaping, views into the site from Hollister Avenue are essentially unobstructed. Robin Hill Road on the west also provides views of the property. Views from La Patera Lane are substantially blocked by the existing Hollister Center buildings. The property is also visible from westbound Firestone Road, which is just south of and runs parallel to Hollister Avenue. More distant views of the property are also available, looking down onto the site from higher elevations well to the north, including from the southbound lanes of the Los Carneros Road overpass. Due to differences in elevation, the project would not obstruct coastal or other scenic views from the north.

The existing Hollister Center was permitted under a 1979 County of Santa Barbara Development Plan (79-DP-22). The building is currently occupied by multiple tenants. The existing development of the site is a single-story building of typical tilt-up construction, with few windows. It is gray and gray-green in color, with a flat roof and minimal architectural detailing. There is a parking lot and landscaping between the roadway and the existing building. With the exception of a very short segment of sidewalk on Hollister Avenue near La Patera Lane, the property’s public roadway frontages on La Patera Lane, Robin Hill Road, and Hollister Avenue do not include sidewalks. There are overhead utility lines between two poles on the property’s Hollister Avenue frontage.

Vegetation on Parcel 1 is limited to ornamental landscaping. Established screening shrubs are planted along the majority of the site’s northern boundary, and landscaping along the eastern and southern portions of the properties includes ivy and scattered shrubs and trees. The existing vegetation provides little screening of the existing development from surrounding public roads. Some supplemental landscaping has recently been added on the south side of the existing building as part of new tenant improvements near the west end of the building. The existing building does not obstruct views of the Santa Ynez Mountains ridgeline from Hollister Avenue. There is an existing bus stop on Hollister Avenue, near La Patera Lane and utility infrastructure along the Hollister frontage.

Parcel 2 is currently undeveloped with the exception of paved parking in the north end, as well as some paved areas on the east, near the existing Hollister Center building, and three existing power poles located along the western half of the project frontage (see current conditions photos in Figures 4.1-9 and 4.1-12). The majority of Parcel 2 is undeveloped and the dominant vegetation is nonnative grasses and other weedy species. There are seven nonnative trees along Robin Hill Road (bottle brush) and five additional small nonnative trees in the northeast corner of the site. There were previously a few coyote brush plants along the southern perimeter of the northern paved area. Currently, this area is comprised of lower growing grasses and forbs.

4.1.2 Regulatory Framework

4.1.2.1 Federal Regulations

There are no federal regulations applicable to this aesthetic analysis.
4.1.2.2 **State Regulations**

*California Government Code Section 65850*

Section 65850 allows counties and cities to regulate the use of buildings, structures, and land to address scenic beauty by regulating such things as the location, height, bulk, number of stories, and size of structures, including the percentage of a lot which may be occupied by structural development and the intensity of land use.

*California Government Code Section 65302.4*

Section 65302.4 authorizes the general plan to express community intentions regarding urban form and design. These expressions may provide for specific measures to regulate relationships between buildings as well as between buildings and outdoor public areas, including streets.

4.1.2.3 **Local Regulations**

**General Plan Policy**

Section 6.0, Visual and Historic Resources, of the City’s General Plan provides objectives and policies that address the issues involving the identification and protection of scenic resources. The guiding objectives for these visual resource policies are as follows:

- To identify, preserve, and enhance Goleta’s scenic resources and to protect views or vistas to these resources from public and private areas. (Policy VH-1 Scenic Views).
- To protect and enhance the visual character and public views within and from Goleta’s scenic corridors and locations from which scenic vistas can be enjoyed. (Policy VH-2 Local Scenic Corridors).
- To protect and enhance Goleta’s visual character. (Policy VH-3: Community Character).
- To preserve, protect, and enhance Goleta’s character through high quality design. (Policy VH-4 Design Review).

4.1.3 **Project Impacts and Mitigation**

4.1.3.1 **Thresholds of Significance**

Based on both the City’s Initial Study Checklist (CEQA Appendix G; Environmental Checklist Form) and the City’s *Environmental Thresholds and Guidelines Manual* (Thresholds Manual), a significant impact on aesthetics and visual resources could occur, if the project 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.

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

e. Have significant visual resources by virtue of surface waters, vegetation, elevation, slope, or other natural or man-made features which are publicly visible.
f. Have the potential to impact visual resources of the Coastal Zone or other visually important area (i.e., mountainous area, public park, urban fringe, or scenic travel corridor).

g. Have the potential to create a significantly adverse aesthetic impact through obstruction of public views, incompatibility with surrounding uses, structures, or intensity of development, removal of significant amounts of vegetation, loss of important open space, substantial alteration of natural character, lack of adequate landscaping, or extensive grading visible from public areas.

Items a–d are from the Initial Study Checklist, and Items e–g are from the Thresholds Manual.

4.1.3.2 Project Impacts

The Design Review Board (DRB) first considered the current Marriott Residence Inn project on December 8, 2009. At that time, the project involved a larger, 99,634 square foot, 140-room hotel, very similar to the hotel project approved by the City in 2008. At the December 8, 2009, meeting, the DRB accepted public comment on the 140-room hotel project and viewed a presentation of still photo and video drive-by visual simulations (Interacta 2009Appendix B) of the project. In response to the visual simulation still photos and video presentation, the DRB and members of the public expressed concern with the size, bulk and scale of the hotel structure, exceedence of the Hotel Overlay Floor Area Ratio (FAR) of 0.50, the challenge of making required findings to exceed the FAR, and the project’s obstruction of scenic views of the Santa Ynez Mountains when traveling east on Hollister Avenue.

The project was considered at the conceptual level by the DRB at six additional meetings. Three of these meetings were regular DRB meetings (January 26, 2010; February 9, 2010; and March 9, 2010) and an additional three meetings (January 19, 2010; January 26, 2010; and February 24, 2010) were attended by a DRB-designated ad hoc committee. As part of this review process, the applicant submitted incrementally smaller project designs, until reaching the current 118-room hotel design. Table 4.1-1 below summarizes the various project revisions submitted for conceptual DRB review in 2010.

| TABLE 4.1-1 PROJECT CHANGES IN RESPONSE TO DRB PROCESS |
|----------------|----------------|----------------|----------------|----------------|
| MARRIOTT RESIDENCE INN 09-075-DP | DRB MEETING DEC 8 2009 | DRB MEETING JAN 26 2010 | DRB MEETING FEB 9 2010 | DRB MEETING MAR 9 2010 |
| Square Footage | 99,634 | 95,256 | 94,876 | 80,945 |
| Hotel Rooms | 140 | 135 | 133 | 118 |
| Hotel Overlay FAR is 0.5 | 0.6 | 0.57 | 0.57 | 0.49 |
| Setback from Hollister Ave | 108 ft, 2 in | 131 ft, 6 in | 131 ft, 6 in | 151 ft, 4 in |

Visual simulations for the 118-room revised project were presented to the DRB in March 2010. DRB members were supportive of the March 2010 project revisions and were specifically supportive of the reduced size of the hotel, the substantial increase to the structural setback from Hollister Avenue, improvements in maintaining mountain views from Hollister Avenue, and the reduction in the FAR to 0.49 (this reduction in the FAR avoided the requirement that the DRB make a “good cause” finding before a 0.5 FAR may be exceeded). The DRB completed
conceptual review of the project on March 23, 2010. Still photo simulations presented to the DRB in March 2010, showing the current setting and current project request, are included as Figures 4.1-2 to 4.1-14 at the end of this section. Photo simulations comparing the current project with the project initially reviewed by the DRB in December 2009 are included in Appendix B. The video simulation is available upon request by contacting the project planner, Natasha Campbell, at 805-962-0030 or ncampbell@cityofgoleta.org.

Additional modifications have been incorporated into the project since the DRB’s March 23, 2010, review, including refinement of grading details, foundation design, and installation details for the tree plantings and utility trenching. The applicant has identified these more recent changes to minimize impacts to cultural resources. These changes do not affect the finished floor elevations, nor do these changes otherwise affect the visual appearance of the project.

**Impact AES-1. Scenic Vistas and Scenic Resources**

The project is not located within, nor does it affect any views from, a State Scenic Highway as designated by the State of California. As such, the project would not result in any impacts on scenic resources within a State of California Scenic Highway viewed.

The site is primarily visible from Hollister Avenue and Robin Hill Road. Given the vantage point for views from these roadways, the project would not obstruct any coastal views from these roadways. In addition, although rooftops are expected to be visible from higher elevations to the north (e.g., the southbound lanes of the Los Carneros Overpass), the rooflines would not extend high enough to block existing ocean or island views from these higher elevations. Therefore, impacts to coastal views are less than significant.

Hollister Avenue is identified as a Scenic Corridor in the General Plan, and General Plan Figure 6-1 identifies views in all directions from the Hollister Avenue segment near La Patera Lane as scenic views to be protected. Therefore, mountain views from Hollister Avenue are considered a significant visual resource. Expansive scenic views of the Santa Ynez Mountains are available in the project area from eastbound Hollister Avenue. Views of the mountains for westbound travelers are less prominent due to existing structures and vegetation as well as the distance of the mountains that are visible within this viewed. Therefore, the focus of the analysis of scenic views is from eastbound Hollister Avenue.

The Development Plan Amendment for Parcel 1 of the project, Hollister Center, would not result in significant changes to existing views. The visual simulations included as Figures 4.1-2 to 4.1-14 at the end of this section show how development of the Marriott Residence Inn would appear. The existing 160,500-square-foot Hollister Center covers the eastern two-thirds of the project site and comprises Parcel 1 of the subdivision request. Existing views of the site are of an updated 106,500-square-foot research and development/office building with sub-optimal landscaping around the building, the parking lot, and the building’s Hollister Avenue frontage. Changes to the existing development include new frontage improvements along Hollister Avenue and La Patera Lane (upgrades to bus stop/pull out, meandering sidewalk, lighting, landscaping, Hollister Avenue medians, utility undergrounding, and utility installation/relocation). Additional landscaping is also identified for the parking lot, and some landscaping has recently been added to the site as part of a separate tenant improvement permit. No other changes are proposed to the Hollister Center portion of the property. As a result, the project would not alter views of the Santa Ynez Mountains across this portion of the property from Hollister Avenue.

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1 See Section 4.1.3.1, Thresholds a, b, and f.
and impacts to scenic mountain views associated with changes to the Hollister Center Development Plan are less than significant. General Plan/Coastal Land Use Plan Policy VH 2.2 addresses preservation of scenic corridors. The policy states that “the aesthetic qualities of scenic corridors shall be preserved through retention of the general character of significant natural features; views of ocean, foothills, and mountainous areas; and open space associated with recreational and agricultural areas including orchards, prominent vegetation, and historic structures.” The proposed project would preserve the general character of views of foothills and mountainous areas, and would be consistent with Policy VH 2.2. (Note: Text moved to later in this subsection in this Final EIR.)

The western third of the site is identified for the 118-room, 80,945-square-foot Marriott Residence Inn, which would occupy Parcel 2 of the subdivision request. Existing views from eastbound Hollister Avenue of the Santa Ynez Mountains across Parcel 2 would be affected by development of the two- and three-story hotel; however, views of the ridgeline would not be fully blocked. The hotel site’s Hollister Avenue frontage is limited to approximately 350 feet. Only when a viewer on Hollister Avenue is directly in front of the hotel would the mountain views behind the structure be completely obscured (see Figures 4.1-13 and 4.1-14). Even from this location, Figures 4.1-13 and 4.1-14 show that some mountain views would remain visible across the hotel site on either side of the new structure. This is typical of other multi-story development along Hollister Avenue. The visual simulations in Figures 4.1-13 and 4.1-14 show the change in public views from a “worst-case” location. Figures 4.1-10 and 4.1-11 show that views from slightly west of the Hollister Avenue/Robin Hill Road intersection would have substantially less obstruction views by the hotel structure. Therefore, the greatest loss of views would occur from the worst-case vantage point, on the south side of Hollister Avenue, opposite the unsignalized Robin Hill Road intersection, facing the same direction as eastbound traffic (Figure 4.1-13). More distant views from slightly west and east of the hotel would not be fully obstructed. While any development on the project site would result in some loss of mountain views from Hollister Avenue, the current project design, including a 151-foot setback from Hollister Avenue, would maintain some views of the mountains across the project site on both sides of the new hotel building and, except for the eastbound view from Hollister Avenue at the unsignalized Robin Hill Road intersection, views of the mountain would be maintained above the height of the hotel structure as well.

General Plan/Coastal Land Use Plan Policy VH 2.2 provides direction regarding preservation of scenic corridors. The policy does not require that existing scenic views be retained, with no changes. Rather, the policy states that “the aesthetic qualities of scenic corridors shall be preserved through retention of the general character of significant natural features; views of ocean, foothills, and mountainous areas...” While the project would alter the existing views toward the Santa Ynez Mountains from Hollister Avenue, the project would preserve the general character of these views, as shown in the visual photo simulations included in this section and in the video drive-by simulation (available for review upon request and via a link on the City’s website).

The current project design, including removal of three power poles and provision of a 151-foot setback from Hollister Avenue, would maintain approximately two-thirds of the existing views across the site of the upper portion of the mountains, which would result in less-than-significant impacts on scenic vistas. However, even minor changes to the height of roof features and mechanical equipment placement have the potential to alter assumptions regarding the level at which mountain views would be retained following project development. Therefore, development of the Marriott Residence Inn has the potential to result in significant adverse impacts relating to loss of scenic mountain views from the Hollister Avenue Scenic Corridor.
Impact AES-2. Visual Character and Quality

The Hollister Center portion of the property is already developed with a 106,500-square-foot building. This existing development is part of the existing setting with regard to the style, size, height, and intensity of development of surrounding development. Physical changes resulting from the Hollister Center Development Plan Amendment are limited to frontage, access, and landscaping improvements, including a new driveway, new sidewalk with landscaping, upgraded bus stop, and lighting along Hollister Avenue. The two existing power poles along Hollister Avenue in front of the site would also be undergrounded. Therefore, the Development Plan Amendment would not result in significant aesthetic impacts, and would in fact result in incremental improvements, related to visual character and quality.

The existing undeveloped western third of the property would be converted to an 80,945-square-foot, two- and three-story, 118-room, Marriott Residence Inn extended stay hotel and associated swimming pool, parking, exterior lighting, landscaping as well as frontage improvements on Hollister Avenue and Robin Hill Road. The hotel layout is a U-shaped configuration around a patio/pool area, framed by three building wings, each between two and three stories in height. The main entrance is oriented toward Hollister Avenue with access from both Hollister Avenue and Robin Hill Road. The proposed architecture is characterized as Spanish with an emphasis on smooth stucco finish, accent awnings, wood trellis, cornice moldings, and concrete roof tile. The hotel building has a FAR of 0.49 and a lot coverage ratio of 19.5%. The typical parapet height is 34 feet, with peak heights ranging from 35 to 37 feet at the top of certain roof ridges. The project request also includes modifications to allow some parking within the front yard setbacks from Hollister Avenue and Robin Hill Road as well as to allow the trash enclosure area to be located within the front yard setback from Robin Hill Road.

Development in the surrounding neighborhood includes service commercial, industrial, and airport related development, a variety of architectural styles, building sizes, and landscaping. Therefore, project compatibility with the existing neighborhood character becomes more an issue of good project design rather than consistency with a particular neighborhood quality or character. The style of existing development in the surrounding area and along the Hollister Avenue corridor varies. The Marriott Residence Inn would be one of the larger structures along the corridor, but there are similarly scaled structures located at various places along Hollister Avenue, as well as directly north of the site. Although the size, bulk, scale, and to a lesser degree, the semi-residential appearance of the hotel building would result in the project being a visually prominent development along this section of Hollister Avenue, the project would not substantially alter the visual character of the existing commercial and industrial developments in the project area. In addition, while the project would stand out to some extent because of its size and semi-residential architecture, it will not be incompatible in this neighborhood in the same way it would in a neighborhood with structures that are more homogeneous with regard to size, height, and/or design. A number of features of the project design would serve to soften the size of the building and to strengthen the quality of the built environment in the surrounding neighborhood. These features include the substantial (151-foot) setback from Hollister Avenue, stepping back the highest point of the roofline from Hollister Avenue, inclusion of frontage improvements (meandering sidewalk along entire Hollister Avenue and Robin Hill Road frontages, three new landscaped traffic medians in Hollister Avenue, undergrounding of the two power poles and related utility lines on Hollister Avenue) that would enhance immediate views of the site from Hollister Avenue and Robin Hill Road, and the addition of extensive landscaping on both sides of the new meandering sidewalk, throughout the parking lot, and near the

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2 See Section 4.1.3.1, Threshold c.
building. The DRB considered the project architecture, building height, colors, and materials in their meetings as well as the project’s compatibility with the surrounding built environment. The current project design incorporates comments received at these meetings with regard to compatibility, specifically comments addressing architectural features, colors, and materials.

As with the impact to scenic vistas and resources, any changes to the final project plans, including to the height of various portions of the hotel roofline; final placement of mechanical equipment; changes to colors, materials, or finished floor elevations; and/or changes to plant species in the landscape plan have the potential to alter assumptions regarding the project’s compatibility with surrounding development. Therefore, development of the Marriott Residence Inn has the potential to result in significant impacts relating to compatibility with the surrounding area.

**Impact AES-3. Substantial Light and Glare**

Exterior night lighting, including lighting of the proposed parking area, could result in the exposure of adjoining areas to excessive light and glare if such lighting is not properly shielded and directed away from neighboring land uses, or if the light standards are excessively tall creating a situation where appropriate light shielding is not possible. In addition, if appropriate dark-sky lighting fixtures are not incorporated and properly installed, project lighting could increase lighting of the night sky. Such night-lighting and glare impacts are considered potentially significant.

**Impact AES-4. Obstruct Onsite Visual Resources**

The site itself is not considered scenic or visually significant. There are no waterways, interesting topography, or significant native habitats or vegetation on site. Existing ornamental landscaping on site is primarily limited to grasses, forbs, and small shrubs and trees scattered along the perimeter. There are no other natural or man-made features on site that are considered worthy of protection as a scenic resource. Because the existing property lacks features that could be construed as conveying significant positive visual resource values, potential project impacts to onsite visual resources are considered less than significant.

**Impact AES-5. Loss of Vegetation, Open Space, or Natural Character**

The project site is not associated with sensitive vegetation. As an infill site, with extensive paving, minimal landscaping, and surrounded by existing and varied industrial, service industrial, and research park development in an urban area, the site does not contain substantial or especially scenic open space. The change in topography and cut and fill activities for site preparation are not expected to result in significant impacts from altering the natural character of the site, and the amount of earthwork is not considered excessive grading. In addition, while trees on site are not considered visually significant, the majority of existing trees would be retained as part of the project and new trees would be planted throughout the site as identified on the landscape plan. Therefore, impacts associated with vegetation removal, loss of open space on site, alteration of natural character, and grading are considered less than significant.

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3 See Section 4.1.3.1, Threshold d.
4 See Section 4.1.3.1, Threshold e.
5 See Section 4.1.3.1, Threshold g.
4.1.4 Cumulative Impacts

The project would contribute to the overall changes in aesthetic resources of the City as it grows in accordance with the General Plan. This includes the project’s contribution to the historic trend of reduced scenic views of the Santa Ynez Mountains from highly travelled Hollister Avenue as the Hollister Avenue Corridor is built out. Most planned new development in the vicinity would occur over vacant land within the City of Santa Barbara's Airport Planning Area. Visual resources policies in the General Plan and the DRB process are intended to protect scenic resources and ensure that the area’s visual character is maintained. The project would continue the trend of developing the remaining vacant parcels along the Hollister Avenue corridor and would impact available views from eastbound Hollister Avenue of the scenic Santa Ynez Mountains, but it would not totally obstruct such views, as discussed above. There is the possibility, however, if the assumptions made for this analysis were not implemented per the current designs, that significant impacts to views and character could occur and contribute to cumulative aesthetic impacts; this is considered potentially significant.

4.1.5 Mitigation Measures

**MM AES-1a/AES-2a. Receive Preliminary and Final Approval from Design Review Board**

The permittee will receive preliminary and final approval from the Design Review Board (DRB). The DRB will specifically consider and ensure that the details of the preliminary and final lighting, utility, landscape, and building plans are consistent with the approved project and conditions of approval affecting these project features, including but not limited to, mitigation measures MM AES-1b/AES-2b through AES-3a. To ensure consistency with assumptions regarding loss of mountain views and compatibility with surrounding development, special attention will be given to consistency of final plans with project approval assumptions for grading plans/finished floor elevations, roof heights, placement of mechanical equipment, colors, materials, finished floor elevations, and changes to plant species in the landscape plan, particularly with regard to screening the development but maintaining views of the mountains.

**Plan Requirements and Timing:** The review will include site plan, floor plan, elevations, grading plan, landscape plan, frontage improvements, and lighting plans consistent with the Design Review Board submittal requirements. Additional materials will be provided as required by the Design Review Board to complete its review. Preliminary and final approval will be granted prior to issuance of a land use permit.

**Monitoring:** City staff will verify compliance prior to issuance of a land use permit, during field inspection, and prior to final inspection.

**MM AES-1b/AES-2b. Height Limitations**

The height of structural development shown on final plans will not exceed the mean height and peak height shown on approved project exhibit maps. Finished grade will be consistent with the approved final grading plan. Height limitations shown on plan sets on the issued land use permit will be adhered to during construction.

**Plan Requirements and Timing:** During the framing state of construction and prior to commencement of roofing, the permittee will submit verification from a licensed surveyor
demonstrating that the mean height and peak height conform to those shown on issued land use permit plan sets.

**Monitoring:** City staff will verify compliance prior to issuance of a land use permit, during field inspection, and prior to commencement of roofing.

**MM AES-1c/AES-2c. Utility Plan Review**

The permittee will submit a composite utility plan for City staff and Design Review Board preliminary and final review. All external/roof-mounted mechanical equipment (including heating, ventilation, and air conditioning condensers, switch boxes, etc.) will be included on all building plans and will be designed to be integrated into the structure and/or screened in their entirety from public view. Rooftop equipment will not alter the visual profile of the building in a manner that degrades or diminishes views of the mountains from public viewing places.

**Plan Requirements and Timing:** Detailed plans showing all external/roof-mounted mechanical equipment will be submitted for review by City staff and the Design Review Board to ensure compliance with this condition prior to land use permit issuance.

**Monitoring:** Prior to final inspection, City staff will verify installation of all external/roof-mounted mechanical equipment per the approved plans.

**MM AES-1d/AES-2d. Screening Utility Service Connections and Above-ground Mounted Equipment**

All new utility service connections and above-ground mounted equipment such as backflow devices will be 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 will be placed in underground vaults. All gas and electrical meters will be concealed and/or painted to match the building. All gas, electrical, backflow prevention devices, and communications equipment will 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 will be installed below grade unless otherwise approved by the City, and then must be completely screened from view.

**Plan Requirements and Timing:** The plans submitted for City staff and Design Review Board preliminary and final review (and prior land use permit issuance) will 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:** Project plan consistency with these requirements for screening shall be determined by City staff before issuance of land use permits. Prior to final inspection, City staff will verify that all above-ground utility connections and equipment are installed, screened, and painted per the approved plans.
**MM AES-1e/AES-2e. Landscaping Requirements**

Project landscaping will consist of approximately 75% drought-tolerant native and/or Mediterranean type plant coverage that adequately complements the project design and integrates the site with surrounding land uses.

**Plan Requirements and Timing:** The final landscape plan will identify the following:

a. Type of irrigation
b. All existing and new trees, shrubs, and groundcovers by species
c. Size of all plantings
d. Location of all plantings

The final landscape plan will be reviewed and approved by the Design Review Board and City staff prior to land use permit issuance.

**Monitoring:** Before land use permit issuance, City staff must ensure the final landscape plan includes the above components and must ensure DRB has reviewed the final landscape plan for consistency with the approved project plans and conditions. Prior to final inspection, City staff will inspect the site to ensure that landscaping has been installed consistent with the final landscape plan.

**MM AES-1f/AES-2f. Landscape Maintenance**

The permittee will implement and will maintain required landscaping for the life of the project. The permittee will also enter into an agreement to install and maintain required landscaping and water-conserving irrigation systems for the life of the project.

**Plan Requirements and Timing:** The permittee will sign the landscape installation and maintenance agreement, including at least a 3-year maintenance period, prior to land use permit issuance. Performance securities acceptable to the City of Goleta for installation and maintenance will be reviewed and approved by City staff prior to land use permit issuance. The landscape maintenance agreement(s) must address landscaping on site as well as associated landscaping within Hollister Avenue right-of-way (see Public Works memo August 13, 2013, included in Appendix U).

**Monitoring:** Prior to final inspection, City staff will inspect the site to ensure installation according to approved plan. City staff will check maintenance as needed. Release of any performance security requires appropriate documentation and City staff signature.

**MM AES-1g/AES-2g. Trash/Recycling Enclosure Requirements**

Trash/recycling enclosure(s) will be provided.

**Plan Requirements and Timing:** The enclosure will be compatible with the architectural design of the project, will be of adequate size for trash and recycling containers (at least 50 square feet), and will be accessible by users and for removal. The trash/recycling area will be enclosed with a solid wall of sufficient height to screen the area, will include a solid gate and a roof, and will be maintained in good repair in perpetuity. The enclosure(s) will be shown on project plans.
and will be reviewed and approved by City staff and the Design Review Board prior to land use permit issuance.

**Monitoring:** Prior to final inspection, City staff will inspect the site to ensure installation according to approved plan.

**MM AES-1h/AES-2h. Undergrounding Utilities**

Except along La Patera Lane, Existing and new all utility lines along Hollister Avenue and Robin Hill Road associated with the project site will be placed underground.

**Plan Requirements and Timing:** Construction plans for these improvements will be reviewed and approved as part of the Design Review Board preliminary and final review and will be reviewed and approved by the City prior to land use permit issuance. Improvements will be implemented prior to occupancy.

**Monitoring:** City staff will verify completion of the improvements in the field.

**MM AES-3a. Exterior Night Lighting Restrictions**

Exterior night lighting installed on the project site will be of low intensity, low glare design, and will be hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels. Exterior lighting fixtures will be kept to the minimum number and intensity needed to ensure public safety. These lights will be dimmed after 11 p.m. to the maximum extent practical without compromising public safety. Upward directed exterior lighting is prohibited. All exterior lighting fixtures will 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 will be reviewed and approved by the Design Review Board and City staff prior to land use permit issuance.

**Monitoring:** Prior to final inspection, City staff will inspect to ensure that exterior lighting fixtures have been installed consistent with approved plans.

**4.1.6 Residual Impact**

With implementation of these mitigation measures, residual project specific impacts to aesthetics and visual resources, as well as project contributions to cumulative changes in visual character of the surrounding area, would be less than significant.
Figure 6-1
SCENIC AND VISUAL RESOURCES

Legend
- Public Lands with View Opportunities
- Scenic Corridor
- Local Scenic Corridor

View Orientation
- Views to all Directions
- Views to one Direction

Other Features
- Goleta City Boundary
- Coastal Zone
- Schools
- Creeks

Amended by Reso. 09-59, 11/17/09
Source: City of Goleta 2009

Figure 4.1-1
Visual and Historic Resources Map
City of Goleta Marriott EIR
Figure 4.1-2
Map of Photo Simulation Locations
City of Goleta Marriott EIR

Source: Interacta Inc. 2010
Figure 4.1-3
Hollister Ave - Westbound View 1, Current Conditions and Project Without Landscaping
City of Goleta Marriott EIR

Current Conditions

Project Without Landscaping

Source: Interacta Inc, 2010
Project Without Landscaping

Project With Landscaping

Figure 4.1-11
Hollister Ave - Eastbound View 1, Project With and Without Landscaping
City of Goleta Marriott EIR

Source: Interacta Inc, 2010
Figure 4.1-12
Hollister Ave - Eastbound View 2, Current Conditions and Project Without Landscaping
City of Goleta Marriott EIR

Current Conditions

Project Without Landscaping

Source: Interacta Inc, 2010