2.0 PROJECT DESCRIPTION

2.1 INTRODUCTION

The Village at Los Carneros Residential Project (referred to as the "Project" or "Village at Los Carneros" will include three components: (1) development of 465 residential units and related amenities on a 43.13-gross acre component of the Raytheon Specific Plan site in the City of Goleta ("City"); (2) a zone change and lot line adjustment affecting several small areas of both the residential and business park components of the site lots; and (3) repeal of the Raytheon Specific Plan.

The Village at Los Carneros residential component includes a mix of single-family homes, duplexes, triplexes, four-plexes, townhomes, condominium flats, and apartments. The individual units in the triplexes and four-plexes are comprised of townhomes. Apartments and condominium flats are single level units in multi-family buildings. The building areas of the residential site would cover approximately 30.22 net acres of the site, inclusive of ancillary walkways, driveways, parking, and landscaping. The remaining 12.91 acres of the residential site would contain public and private amenities and open space, including existing Environmentally Sensitive Habitat Areas (ESHAs) and designated upland buffers that are a part of the Tecolotito Creek Stream Protection Area (SPA). These amenities include a publicly accessible active area of a neighborhood park/public open space and a Class I bicycle path, together with a private recreation center, two swimming pools, open space, and pocket parks, and preserved stream watercourse areas inclusive of riparian corridors (ESHAs) and Stream Protection Areas (SPAs).

The Component 2 lot line adjustments and zone changes involves 1.89 gross acres of residential property. This area would become part of the business park parking lot and would be rezoned to Industrial Research Park (MRP) and a 0.78-acre section of business park property would become a part of the residential site and would be rezoned to PDR-465.

Component 3 would repeal the Raytheon Specific Plan, and would eliminate an obsolete planning document. The function of the Specific Plan would be superseded by the comprehensive development proposal for the residential project site. Lot 8 of the original Raytheon Specific Plan Subdivision Map No. 14,500 would remain zoned and designated for commercial development. However, its development is not a part of this Project and would be part of a separate entitlement process at some point in the future.

The Project site is located north and west of Los Carneros Road, immediately south of U.S. Highway 101, and east of Tecolotito Creek, which forms the site’s western boundary (see Figure 2-1, Project Location Map, and Figure 2-2, Aerial View of the Project Site).

2.2 PROJECT SITE

Land Use/Zoning Designations and Parcels

The Project site would include 67- acres located within the Central Hollister Residential Development Area of the Inland Area of the City, as designated by the City’s General Plan/Coastal Land Use Plan (GP/CLUP).
Aerial View of the Project Site
2.0 PROJECT DESCRIPTION

The residential component of the Project site includes Assessor Parcel Numbers 073-330-024, 026, 027, 028, 029, and is made up of five separate but contiguous legal lots (Lots 2, 4, 5, 6, and 7), recorded as part of an existing subdivision, Map No. 14,500. The existing lot configuration is depicted in Figure 2-3. Lots 2 and 5 are designated R-MD (Medium Density Residential) in the City’s GP/CLUP and are zoned PRD-275 (Planned Residential Development -275 units).

Lots 4, 6, and 7 are designated R-MD (Medium Density Residential) in the GP/CLUP zoned DR-20; and are currently designated as Central Hollister Affordable Housing Opportunity sites. [Note that the City is separately, but concurrently, processing an amendment to the GP/CLUP to remove Lots 4, 6, and 7 from the list of Central Hollister Affordable Housing Opportunity sites to provide greater flexibility in the location of affordable units for this Project.]

Subject to the provisions of Article III of Chapter 35 of the Goleta Municipal Code (the Inland Zoning Ordinance or IZO), Lots 4, 6, and 7 the 3 above referenced lots are zoned Design Residential (DR 20), which allows for a residential density of 20 units per acre. The combination of these designations on Lots 4, 6, and 7 provide for a minimum density of 20 units per acre, as described in General Plan Policy LU 2.6. The minimum density provision is intended to ensure efficient use of a limited supply of land with a R-MD designation and to provide opportunities to meet affordable housing needs of the City. The City’s GP/CLUP allows a density bonus of up to 25 dwelling units per acre to facilitate the provision-development of affordable housing.

Lots 1 and 3 are designated Office and Industrial-Business Park in the GP/CLUP and zoned Industrial Research Park (MRP).

The GP/CLUP identifies Tecolotito Creek as an Environmentally Sensitive Habitat (ESHA) on a portion of the Project site along the Tecolotito Creek and adjacent to an unnamed tributary to the creek, which meets the City’s one-parameter wetland criteria, is also considered an ESHA, though it is not mapped in the GP/CLUP and does not, therefore, require a Streamside Protection Area (SPA) upland buffer. Tecolotito Creek traverses the western boundary of the Project site through Lots 6 and 7. The tributary traverses Lot 7 diagonally from the UPRR to a confluence with Tecolotito Creek north of the proposed new Tecolotito Creek bridge. The GP/CLUP also identifies a “Planned Future Park Site” within Lot 7 in the northwest corner of the Project site between Tecolotito Creek and the unnamed tributary. The park site is located within the 100 year floodplain of the combined creek and tributary.

2.2.2 Existing Land Use, Vegetation, and Topography

The residential component of the Project site is currently vacant, highly disturbed, undeveloped, and relatively flat over the interior of the site, with manufactured slopes along much of the perimeter. There are approximately eight groundwater-monitoring wells located throughout the site. To control stormwater run off, there are six existing storm drains (including inlet and outlet pipes) at various locations to control stormwater runoff from both on- and off-site areas. Most of these drainage features and facilities convey water in southerly and westerly directions. A pad-mounted but unused electric transformer is located on Lot 2.

Previously planned and approved on-site industrial development resulted in site clearing, the excavation/recompaction of soils on Lot 2, and stockpiling of soil on lots 5 and 7 before development stopped. While generally flat, the presence of this stockpiling on portions of Lots
Source: Penfield & Smith Engineering, Jan. 11, 2011.
5 and 7 provides minor topographic relief, crowning at an elevation of 47 feet above mean sea level (amsl), with the toe of slope at approximately 32 feet amsl.

The residential component of the Project site is predominantly vegetated with non-native grasslands and forbs that appear to have been seeded planted, most likely for erosion control. Regular mowing and disking for fire protection and weed abatement has tended to keep grassland vegetation low. A tall windrow of eucalyptus trees borders a portion of the northern property line adjacent to the Union Pacific Railroad (UPRR) right-of-way (ROW).

The relatively flat portion of the residential site has an average slope of between two and ten percent, while the north and east (at Los Carneros Road overpass) boundaries contain cut and fill slopes constructed to support adjacent public transportation and roadway right-of-ways (ROW). The northern portion of the property is bounded by an upslope to the Union Pacific Railroad (UPRR) ROW. The elevated railroad tracks sit above the grade of the Project site at an elevation of approximately 51 feet amsl. The highest elevation at the toe of slope along the north boundary is approximately 34 feet amsl toward the western end of the site and 37 feet amsl at the eastern end. The western portion of the property is bounded by a fill slope, slope with elevations of up to 56 amsl at Los Carneros Road, which supports the road as it rises to form an overpass across U.S. Highway 101. The relatively flat interior site slopes down toward the southwest with its lowest elevation of approximately 17 feet amsl located near the southwest corner of the property. The site also contains a fill slope along the south boundary that slopes upward to approximately 26 amsl to meet the Los Carneros Road ROW.

The west side of the residential component of the Project site includes Tecolotito Creek, which traverses the site in a generally north/southeast direction and has an associated riparian corridor adjacent to the top of bank. The majority of the Project site drains toward the southwest and into Tecolotito Creek. The Creek has been improved for flood control purposes, but is still considered a jurisdictional blueline stream and its in-creek habitats were riparian corridor restored by the Flood Control District following the creek’s realignment and subsequent in-creek maintenance activities undertaken to maintain its flood control capacity. The creek contains sensitive biological resources and as noted, is designated an Environmentally Sensitive Habitat Area (ESHA). Other topographic features include two drainage features, one apparently natural and another man-created. An unnamed tributary to Tecolotito Creek flows diagonally northeast north from the UPPR ROW to Tecolotito Creek through Lot 7 and follows the flow line of what was a natural rill or gully that was present in this location before the construction of U.S. 101 and is presumed to be a natural feature. The second is a graded ditch from the industrial developments on Lots 1 and 3, carrying storm flows from that offsite location. The graded ditch follows the boundary between the residential and business park sites directly west to Tecolotito Creek.

The business park component of the Project site is comprised of lots 1 and 3 of Tract No. 14,500 and is fully developed with two research/office buildings approximately 100,000 – 106,000 square feet in size each, surrounded by surface parking and landscaping. The buildings were built in 1989 and are currently occupied by Amgen Medical. The majority of the site’s Los Carneros Road frontage is located on the south and east edges of these two lots and has been heavily landscaped. The proposed lot line adjustments and minor zone changes will not change any of the existing uses on the business park component of the Project site, although some landscape will be removed and replaced and a few additional parking spaces will be provided. See Figures 2-4 and 2-5.
Source: Penfield & Smith Engineering, March 6, 2013.
2.0 PROJECT DESCRIPTION

The Raytheon Specific Plan was adopted in the 1980s by the County of Santa Barbara and proposed the development of 725,000 square feet of industrial, office and commercial uses over the entirety of Tract No. 14,500. Only Lots 1 and 3 were actually developed. Lot 2 was proposed for development and granted development permits for the construction of an industrial/office building. As noted above, the site Lot 2 was excavated, recompacted and graded for the building, but no further work was undertaken and the project site lot remained undeveloped.

When the City of Goleta incorporated and adopted its General Plan/CLUP it changed the M-RP (Industrial/Research Park) designation and zoning on Lots 2, 4, 5, 6, and 7 to DR-20 and made these lots a part of the new Central Hollister Residential Area. The Raytheon Specific Plan was subsequently amended to provide for residential uses in connection with as part of the processing of an initial, smaller version of the Village at Los Carneros Project, approved in 2008. Though approved by the City with a certified EIR, the initial Village at Los Carneros project was not constructed and in 2010 a new and larger version of the Village at Los Carneros Project, encompassing all of the residentially designated and zoned lots within the old Raytheon Specific Plan site, was proposed for development. That new Project is the subject of this EIR.

The Raytheon Specific Plan no longer serves any function since the Project (if approved) would supersede that Specific Plan. Only one 3-acre, non-contiguous lot would remain undeveloped. Lot 8 is zoned commercial and is proposed for incorporation into a larger proposed commercial project currently under consideration by the City. The repeal of the Raytheon Specific Plan simply removes an obsolete planning document from the entitlement process.

2.2.3 Surrounding Land Uses

The Project site is surrounded by existing development with boundaries defined by the U.S. Highway 101 and the Union Pacific Railroad (UPRR) transportation corridor right-of-way ROW to the north; business park development to the west; and Los Carneros Road to the east and south. Surrounding land uses are evident illustrated in the aerial view of the Project site provided in Figure 2-2.

U.S. Highway 101, which traverses through Goleta the area in an east/west direction, has a total ROW of approximately 350 to 550 feet in width. North of the combined UPRR/U.S. 101 transportation ROW (also referenced as the UPRR/101 transportation corridor) are agricultural properties that are either in a fallow condition or under cultivation as orchards.

South of Los Carneros Road is the University Business Center, a business park housing office and research facilities.

Southeast of the Project site, beyond Los Carneros Road, is the existing 235-unit Willow Springs I development. A 7.25-acre wetland (Los Carneros Wetland) is located immediately southwest of the Willow Springs I development.

East of the site, beyond Los Carneros Road, is a vacant property, designated for future residential development (North Willow Springs North) and a Neighborhood Park. In addition, a 100-unit project on 6 acres, named Willow Springs Two, is currently under construction.

West of Tecolotito Creek and the Project site is the Castilian Technical Center, a business park housing office and research uses operations.
2.3 PROJECT OBJECTIVES

The objectives of the Project are to:

1) Provide a mixed-use residential development consisting of 465 homes, including 321 units of ownership housing to address the significant local and regional housing deficit.
2) Provide 70 affordable rental apartments (included within the total of 465 homes) to help address the severe local affordable housing deficit.
3) Provide 74 market-rate rental apartments to address the rental serious shortage of rental housing in the local and regional community.
4) Provide residential housing opportunities within walking distance of existing, adjacent office and research park development to encourage pedestrian and bicycle commuting.
5) Provide a common recreation center including a pool and recreation building for use by the residents.
6) Provide a neighborhood park with a combination of passive and active uses for use by the Project residents and the general public and a public Class I bikeway and pedestrian mall through the Project site.
7) Make minor modifications to the lot lines and zoning between the residential and business park components of the Project site to facilitate proposed development.
8) Reconfigure existing parking and landscaping for the existing business park development to accommodate residential project access roads.
9) Repeal the obsolete Raytheon Specific Plan.

2.4 PROJECT DEVELOPMENT

2.4.1 Residential Units

The residential component of the Project (Village at Los Carneros) would develop a mix of 465 residential units within 106 buildings on approximately 43.1 acres of the Project site. The 465 residential units would include:

- Single-family dwellings (SFDs) designed as in the form of 2-Pac and Alley-Loaded units. “2-Pac” units are detached units that provide adjacent driveways and garages with no side yard setback on one side and a landscaped walkway separation between units on the opposite side. The Alley-Loaded units are detached units allowing for designed to provide parking and access at the rear of the units so that garage doors do not dominate the streetscape.
- Townhomes grouped together as in the form of triplex units, which consist of three attached townhomes in multi-story units forming one building, but with individual access and garages for each individual townhome unit.
- Townhomes grouped together as in the form of four-plex units, which consist of four attached townhomes in multi-story units forming one building, but with individual access and garages for each townhome unit.
- Attached one and two story ownership units townhomes, which are attached units of grouped together in varying numbers of three, four, five and six units per building with garage access at the rear and frontage along shared courtyards.
- Single story condominiums in the form of podium flats, in which which involve single level residential condominium units are stacked in three stories in multi-unit buildings.
2.0 PROJECT DESCRIPTION

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constructed over shared semi-subterranean parking garages.
• Market-rate rental apartments units stacked in multi-level buildings and rented at market rates.
• Price-restricted rental apartments stacked in multi-level buildings and rented at below-market rates to income-qualifying residents.

<table>
<thead>
<tr>
<th>Building Type</th>
<th>Housing Type</th>
<th>Number of Buildings</th>
<th>Units Per Building</th>
<th>Number of Housing Units</th>
<th>Number of Bedrooms Per Unit</th>
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<td>1</td>
<td>28</td>
<td>4 - 5</td>
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<tr>
<td>Alley-loaded</td>
<td>Single-family Dwelling</td>
<td>28</td>
<td>1</td>
<td>28</td>
<td>3 - 4</td>
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<td>Tri-Plex</td>
<td>Multifamily Dwelling – Townhome Condominium¹</td>
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<td>3</td>
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<tr>
<td>Four-Plex</td>
<td>Multifamily Dwelling – Townhome Condominium</td>
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<td>72</td>
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<tr>
<td>Townhomes</td>
<td>Multifamily Dwelling - Condominium</td>
<td>14</td>
<td>3 – 6¹</td>
<td>78</td>
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<tr>
<td>Podium Flats</td>
<td>Multifamily Dwelling - Condominium Flats</td>
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<td>Market Rate Apartments</td>
<td>Multifamily rental units</td>
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<td>Affordable Apartments</td>
<td>Multifamily rental units</td>
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<td>-</td>
<td>70</td>
<td>1 - 3</td>
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<td><strong>106</strong></td>
<td></td>
<td><strong>465</strong></td>
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</tr>
</tbody>
</table>

¹ Building Type 100 contains 3 units each; Building Type 200 contains 4 units each; Building Type 300 contains 6 units each; Building Type 400 contains 5 units each.

Based on an average household size of 2.6 persons per multifamily household and a total of 465 residential units, the Project’s estimated population would be approximately 1,209 persons.² The typical household size for single-family detached housing is 3.1 persons, but since the number of single family units is comparatively small (as is the difference in household size), and the projected population using only multifamily household size is considered sufficiently accurate for purposes of calculating Project population-related impacts.

2.4.2 Site Plan and Coverage

Site Plan
The residential component of the Project would develop a mix of housing types that together would provide 465 residential units, on-site amenities to serve the Project, associated utility and

¹ The term “condominium” refers to a type of ownership in which “air space” is owned but the “lot” is held in common. The term “townhome” refers to a style of architectural design. A townhome may be owned in fee with the lot it sits on or in condominium. In this Project, attached dwellings, whether flats or townhomes in design, are held in condominium ownership.
² Average household size of 2.6 persons per household per the City of Goleta General Plan Housing Element Technical Appendix, November 2010, Page 10A-20.
access improvements, and development of a portion of the property as a neighborhood park (see Figure 2-6 Site Plan). There would be a total of 106 buildings with a total habitable space of approximately 629,469 square feet and non-habitable space of approximately 57,971 square feet. Open space and recreation areas would be interspersed throughout the site. Village Way, the backbone circulation drive through the Project, would bisect the development from east to west. A looped internal street circles north and east behind the row of buildings that are located in proximity to the UPRR/101 transportation corridor. The development of 465 residential units would result in a Project density of 10.78 units per gross acre based on the gross area of 43.13 acres, and 14.7 15.5 units per net acre based on the net area of 30.22 acres, after the development of the Neighborhood Park area and bicycle path, a private recreation center, pool areas, open space, pocket parks, archaeological preservation area, and preserved and created ESHA and ESHA/SPA upland buffer areas stream watercourse areas. The residential buildings are designed with frontage to front along pedestrian walkways and open space areas. These areas are intended to function as interior courtyards, variously featuring various recreational amenities, tot lots, BBQ facilities, and seating. Pedestrian linkages are proposed throughout the development to connect the various uses.

The Two-Pac and Alley-Loaded single-family homes would be located north of the Tecolotito Creek bridge on the west side of the Project site near the northwest corner of the site, north of Village Way. Fourteen Two-Pac homes would be located in a single row backing up to the boundary of the 100-year floodplain associated with the unnamed Tecolotito tributary. A portion of the area between the tributary and the homes that would be included within the passive area of the Neighborhood Park and would be vegetated as part of the Tecolotito Creek SPA upland buffer. An additional 14 Two-Pac homes would be located along the northern property line, with back yards that backing up to edge of the UPRR and US Highway 101 ROW, though separated from it by the fill slope that supports the railroad tracks corridor. The Two-Pac homes would alternate between floor plans one and two, provide driveways and garages, and would be accessed via a looping internal drive that connects to Village Way via two intersections at opposite ends of the private street. A minimum setback from the north property line of approximately 21 feet 7 inches is observed. The rear of the homes is approximately 73 feet south of the railroad track centerline.

A row of 23 Alley-Loaded detached homes would be situated opposite the Two-Pac homes. These homes have frontage on the private street Village Way and would alternate between two floor plans. Driveways and garage access would be provided at the rear of the units via the drive (i.e., the “alley”) that also functions as access to the Two-Pac homes. A row of five Alley-Loaded homes would be located immediately north of the Tecolotito Creek Bridge, with frontage along Village Way and garage and driveway access at the rear along the internal drive.

Four-plex and triplex buildings would be located both north and south of Village Way. A cluster of seven four-plex buildings and three triplex buildings would be constructed along the central portion of the northern property line, north of Village Way, and bordering the UPRR/US Highway 101 corridor. The units would observe a minimum setback from the north property line of approximately 20 feet 9 inches, and the rear of each building would be approximately 68 feet south of the centerline of the railroad tracks. Eight four-plex buildings and six triplex buildings would be located south of Village Way and opposite the row of Alley-Loaded single-family homes. Access to the triplex and four-plex buildings would be provided via internal looping and dead-end alleys. There would also be a limited number of uncovered perpendicular off-street
parking stalls along the internal drives. The triplex and four-plex units would feature variations of four floor plans.

The bike path, landscaped open space, and a half court basketball court would separate the triplex and four-plex buildings from the 105,000 square foot business park building to the south. The distance between the nearest residential building and the business park building is approximately 100 feet.

Clustered townhomes would be located on both sides of Village Way within the northeast portion of the site, with seven buildings to the north and four buildings to the south of the backbone street Village Way. These buildings would contain between 3 and 6 attached units. The individual townhome units would include a combination of four floor plans. Access to these buildings would be provided via dead-end alleys that extend perpendicular from Village Way to access individual driveways and garages. The Bike Path and open space landscaping would provide a buffer between these buildings and existing business park buildings to the south. The distance between the nearest business park building and the nearest townhome building would be approximately 103 feet.

A 38,238 square foot private recreation area (Area A) is located along the southern portion Village Way, between the four-plex and triplex buildings to the west, townhome buildings to the east, and opposite the triplex and four-plex buildings north of Village Way.

The two Podium Flat condominium buildings would be located in the southwest corner portion of the site backing to the 110-foot wide combined Tecolotito Creek SPA, consisting of the creek ESHA and a 50-foot wide upland buffer, with the Tecolotito Creek Bridge to the north, Los Carneros Road a reserved open space area to the south, and frontage along south-trending leg of Village Way next to north of the southwest right-in/right-out driveway onto Los Carneros Road. The individual podium flat units would have be a combination of three single-level ownership unit floor plans. These would be stacked and divided through a condominium air space subdivision. The units would be built around centered about an interior courtyard within each of the two buildings, and parking for each of the two buildings would be provided in semi-subterranean garages. Elevators and internal catwalks would provide access to individual units be provided. These two buildings are setback 50 feet from the east bank of Tecolotito Creek.

Opposite the podium flat buildings east of Village Way would be three four-plex buildings and three triplex townhome buildings. These buildings would be accessed via internal drives that connect to Village Way and contain driveways and garages. To the east of these buildings is the 105,000 square foot industrial/office building on Lot 3. The distance between the nearest four-plex building and the office building is approximately 160 feet. The distance between the nearest townhome building and the office building is approximately 200 feet.

An apartment building offering market rate rental units would be located in the along the eastern portion of the site, property boundary immediately north of the Calle Koral entrance and south of the affordable apartments. This rental complex would include three buildings with stacked single story apartment units with a combination of four floor plans. The southern-most building’s easterly wall would be directly adjacent to the 40-foot ROW along Los Carneros Road, while parking and landscaping would buffer the other two buildings from the adjacent ROW. An outdoor pool and related recreational facilities would be provided in the northwest corner of the apartment complex lot on which this apartment complex is located. The buildings would be
accessed via an internal looping drive and parking would be provided with covered and uncovered perpendicular stalls along both sides of the internal drive would provide parking.

The apartments offering 70 affordable rental units would be located in the northeast corner of the site with the UPRR and US Highway 101 ROW corridor to the north and the Los Carneros Road overpass to the east and northeast. Individual apartment units The complex would include a combination of five different floor plans in four buildings arranged around a central courtyard and tot lot and provide a half-court basketball court in northwest corner of the Lot. This component of the development would contain four buildings arranged around a centralized open space and tot-lot courtyard and contain a half-court basketball court in the northwest corner. Access would be through an internal drive that circles its perimeter driveway that connects with a connection to Village Way. Parking would consist of perpendicular stalls on both sides of the internal driveway. Parking and a landscaped slope along the east property boundary would buffer these buildings from the Los Carneros Road ROW to the east and the UPRR/101 corridor to the north. Parking and landscaped areas would also provide a buffer along the north boundary. Parking would consist of perpendicular stalls on both sides of the internal drive.

Opposite the podium flat buildings east of Village Way would be three four-plex buildings and three townhome buildings. These buildings would be accessed via internal drives that connect to Village Way and contain driveways and garages. To the east of these buildings is the 105,000 square foot industrial/office building on Lot 3. The distance between the nearest four-plex building and the office building is approximately 160 feet. The distance between the nearest townhome building and the office building is approximately 200 feet.

Development would observe a 50-foot setback from the banks of the Tecolotito Creek along the western portion of the site and from the bank of the unnamed creek tributary in the northwest portion of the site to be developed as a neighborhood park with open space.

**Site Coverage**

Site coverage calculations for the Project are provided in Table 2-2.

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<thead>
<tr>
<th>Land Use</th>
<th>Project Area</th>
<th>Percent of Project Area</th>
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<tr>
<td></td>
<td>(sq. ft.)</td>
<td>Acres</td>
</tr>
<tr>
<td>Common Open Space and Recreation</td>
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<tr>
<td>Open Space</td>
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<td>Recreation†</td>
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<tr>
<td>Public Neighborhood Park</td>
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<td>Stream Area</td>
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<td>Parkway along Village Way</td>
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<tr>
<td>Bike Trail</td>
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<td>Aprons</td>
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<td>Subtotal:</td>
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2.0 PROJECT DESCRIPTION

## Land Use

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### Building, Roads, Sidewalk Coverage

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<th>Project Area (sq. ft.)</th>
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<th>Percent of Project Area</th>
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<td>Roads, Driveways, Parking</td>
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<tr>
<td>Village Way Sidewalks</td>
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</table>

1. Includes basketball courts at 3,558 sf and areas surrounding pools at 17,632
2. The DR Zone District requires not less than 40 percent of the net area of the property to be devoted to common open space; water bodies may comprise up to 5 percent of the required open space.
3. The DR Zone District requires that buildings containing dwelling units cannot exceed 30 percent of the net area of the property.

The site coverage for common open space and recreation areas is provided in Figure 2-16, Open Space Diagram.

### Building Elevations

The Project’s residential component would be designed in a “California Coastal” architectural style. This architecture features a mix of earth-toned stucco in earth tones and stone exterior finishes, pitched roofs, heavy exterior wood beams supported by wood corbels, and wrought iron accents. A summary of the building levels and heights is provided in Table 2-3 below, followed by a description of the specific design elements for each building-type.

#### Table 2-3

<table>
<thead>
<tr>
<th>Building Type</th>
<th>Number of Buildings</th>
<th>Building Levels</th>
<th>Building Heights (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two-Pac</td>
<td>28</td>
<td>2-story</td>
<td>26 – 30</td>
</tr>
<tr>
<td>Alley-loaded</td>
<td>28</td>
<td>2-story</td>
<td>26 – 28</td>
</tr>
<tr>
<td>Tri-Plex</td>
<td>9</td>
<td>2-story</td>
<td>30 – 31</td>
</tr>
<tr>
<td>Four-Plex</td>
<td>18</td>
<td>2-story</td>
<td>30 – 31</td>
</tr>
<tr>
<td>Clustered Townhomes</td>
<td>14</td>
<td>2-story</td>
<td>30</td>
</tr>
<tr>
<td>Podium Flats</td>
<td>2</td>
<td>3-Story&lt;sup&gt;4&lt;/sup&gt;</td>
<td>35&lt;sup&gt;5&lt;/sup&gt;</td>
</tr>
<tr>
<td>Market Rate Apartments</td>
<td>3</td>
<td>3-story&lt;sup&gt;4&lt;/sup&gt;</td>
<td>35&lt;sup&gt;5&lt;/sup&gt;</td>
</tr>
<tr>
<td>Rent Restricted Apartments</td>
<td>4</td>
<td>3-story&lt;sup&gt;5&lt;/sup&gt;</td>
<td>35&lt;sup&gt;6&lt;/sup&gt;</td>
</tr>
<tr>
<td>Recreation Pool Building</td>
<td>1</td>
<td>1-story</td>
<td>23 -24&lt;sup&gt;7&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

<sup>1</sup> 45-foot high garage exhaust/elevator tower measured to top of roof.
<sup>2</sup> 35 feet high measured to mid-point of sloped roof.
<sup>3</sup> 42-foot high elevator tower measured to top of roof.
<sup>4</sup> 35 feet high measured to top of sloped roof.
<sup>5</sup> One elevator tower on each building would reach 38 feet in height measured to top of roof.
<sup>6</sup> Height measured to top of sloped roofs.
<sup>7</sup> Height measured to top of sloped roof tower feature.
Two-Pac building elevations, shown in Figures 2-7.a and 2-7.b, would include a combinations of concrete flat tile roofs; wood fascia with barge board; gables with horizontal or vertical lap siding; stucco walls with horizontal lap siding; stucco over foam plant-on trim and wood trim at siding; vinyl window frames including Mullions and exterior grids, and accented with decorative prefabricated shutters; accents with wood posts with brackets at entries; wood columns with stone bases; manufactured stone veneers; and decorative metal sectional roll-up garage doors.

Alley-loaded building elevations, shown in Figures 2-8.a and 2-8.b, would include combinations of concrete flat tile roofs; wood fascia with wood barge board and rafter tails; gables with horizontal or vertical lap siding; stucco walls; stucco over foam plant-on trim; vinyl window frames including Mullions and exterior grids, and accented with decorative prefabricated shutters; accents with wood posts with brackets at entries and wood columns with stone bases; manufactured stone veneers; and decorative metal sectional roll-up garage doors.

Triplex building elevations, shown in Figure 2-9, would include combinations of concrete flat tile roofs; wood fascia with outlookers at gables, and wood barge board; vertical or horizontal lap siding gables; stucco walls with horizontal lap siding; stucco over foam plant-on trim with wood trim at siding; vinyl window frames with Mullions and exterior grids; window accents with decorative prefabricated shutters; accents with wood posts with brackets at entries and wood columns with stone bases; manufactured stone veneers; and decorative metal sectional roll-up garage doors.

Four-plex building elevations, shown in Figure 2-10, would include combinations of concrete flat tile roofs; wood fascia with outlookers at gables; wood barge board; vertical or horizontal lap siding gables; stucco walls with horizontal lap siding; stucco over foam plant-on trim with wood trim at siding; vinyl window frames with Mullions and exterior grids; window accents with decorative prefabricated shutters; accents with wood posts with brackets at entries and wood columns with stone bases; manufactured stone veneers; and decorative metal sectional roll-up garage doors.

Townhome building elevations, shown in Figure 2-11, would include combinations of concrete flat tile roofs; wood fascia with wood barge board and rafter tails at front elevation; gables with horizontal lap siding; stucco walls with and without horizontal lap siding; stucco over foam plant-on trim and with and without wood trim at siding; vinyl window frames with Mullions and exterior grids; window accents with decorative prefabricated shutters; with wood with stone base columns; manufactured stone veneers; and decorative metal sectional roll-up garage doors.

Podium flat building elevations, shown in Figure 2-12, would include concrete flat tile roofs; wood fascia; stucco walls with horizontal lap siding; stucco over foam plant-on trim and wood trim at siding; vinyl window frames with Mullions and exterior grids; accents of metal railing and metal entry gates; and manufactured stone veneers.

Market rate apartments building elevations, shown in Figures 2-13.a and 2-13.b, would include concrete flat tile roofs; wood fascia; stucco walls and horizontal lap siding; stucco over foam plant-on trim and wood trim at siding; vinyl window frames with Mullions and exterior grids; accents of decorative prefabricated shutters, metal railing, and metal entry gates; and manufactured stone veneers.

The affordable housing apartment building elevations, shown in Figure 2-14, would include concrete flat tile roofs; wood fascia; gables with knee brace details; stucco walls; stucco over
Exterior “B” Elevations – Plan 1

Exterior “C” Elevations – Plan 1

Exterior “A” Elevations – Plan 2

Exterior “B” Elevations – Plan 2

Alley Homes (Plan 2)

Exterior “B” Elevations – Plan 2

Exterior “C” Elevations – Plan 2

Parcel G Phase II – Podium

Building Elevations

Right Rear

Left Front

Rear

Front

Front Elevations - Building 100/200

Elevation 200

Elevation 100

Affordable Housing Apartments

2.0 PROJECT DESCRIPTION

foam **plant**-on trim; vinyl window frames with Mullions and exterior grids; and decorative prefabricated shutters.

The pool building, shown in Figure 2-15, would contain restrooms, janitorial pool equipment storage areas, and outdoor showers. The building elevation would include a flat tile roof, wood fascia and outlookers, vertical lap siding gables, stucco walls and trim, vinyl window frames with mullion and exterior grids, and manufactured stone veneer.

Residential buildings would range from two to three stories with pitched roofs. Overall heights could range from 52.5 feet amsl above finished grade (a 26 foot tall alley-loaded home on a finished floor elevations of 26.5 feet amsl) to 71 feet amsl (an affordable apartment building, 35 feet in height, on a finished floor elevation of 36 feet amsl).

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

2.4.4 Recreational Facilities and Open Space

Total amenities within the residential component of the Project site cover over 12.91 acres and consist of both public and private (residents only) areas. Public facilities would include:

- 4.82-acre neighborhood park **that includes 1.75 acres of active recreational area surrounded by upland and riparian buffer associated with the Tecolotito Creek SPA, west of the ** unnamed tributary ESHA, in the northwest portion of the site, near Tecolotito Creek and containing the unnamed tributary creek and SPA and 1.75 acres of active recreational area.
- Bike path running generally east-west through the site, connecting the Project east entrance at Calle Koral with to the span- Tecolotito Creek bridge entrance over Tecolotito Creek to the west, an area of approximately 0.81-acre.

Private residential amenities would include:

- Approximately one-acre recreation center with a 1,583 square-foot recreation building, pool, spa, and turf play area;
- Approximately 6,000 square-foot recreation area located within the rent-restricted apartment complex.
- Approximately 13,000 square-foot recreation area/pool within the market-rate apartment complex;
- Two pocket parks totaling approximately 7,000 sq. ft.; and
- Four open space areas ranging in size from approximately 7,800 square-feet to 28,000 square-feet, including the Neighborhood Park/passive open space, the Tecolotito Creek SPA and the unnamed tributary.

The Project open space and recreation amenities are shown in Figure 2-16 (Open Space Diagram).

2.4.5 Access, Circulation, and Parking

Primary regional access to the residential component of the Project site is via Los Carneros Road and U.S. Highway 101. Los Carneros Road is a major arterial (defined in Section 4.13...
Building Elevations

Right

Rear

Left

Front

Transportation and Traffic Element of the GP/CLUP) that connects directly to US Highway 101 immediately north of the site, and with Hollister Avenue, an east-west major arterial City street to the south.

Local vehicular access to the Project site will be provided at three locations: via two new roadway connections to Los Carneros Road (one at the east boundary of the Project site and one at the southwest boundary), and from the west via a bridge over Tecolotito Creek. The eastern connection would extend Calle Koral into the Project site, creating the westerly leg of a new 4-way intersection at this location (currently a T intersection). The internal Calle Koral roadway segment will narrow to two lanes and connect with Village Way, the backbone private roadway to within the Project site. Village Way will have one lane in each direction. Within areas where on-street parking is provided, Village Way will be 46-feet wide within a 62-foot right-of-way.

At the southwestern end of the Project site, Village Way will form the north leg of a T-intersection with the east/west trending Los Carneros Road, located between Cremona Drive to the east and Castilian Drive to the west. The Village Way connection to Los Carneros Road will be constrained to right in/right out turning movements by an existing landscaped median.

An east/west bridge over Tecolotito Creek will extend Cortona Drive to Village Way, forming a T-intersection. West of the Project site and bridge, Cortona Drive forms a four-way intersection with Castillain Drive, which also connects with Los Carneros Road to the south and west of the Project’s planned Village Way entrance.

The Tecolotito Creek bridge would be constructed of concrete and supported with concrete abutments and piles located east and west of the eastern and western banks of the creek as close to the 100-year floodplain boundary as feasible. (construction of bridge foundations and piling on the creek banks is not permitted by policy of the County Flood Control and Water Conservation District and is prohibited by mitigation measures in this EIR). Revisions to the plans for the bridge may be required based on the evaluation of the bridge by the City Department of Public Works Flood Control and Water Conservation District and the various resource agencies concerned with preservation of the creek and its riparian habitat, located on its banks, its riparian corridor, and the maintenance of an unobstructed floodway and wildlife movement corridor.

Internally, private drives would accommodate on-site circulation. Two-way traffic would be accommodated via drive aisles that branch off of Village Way and connect to a network of through drive aisles forming a looped circulation system within the site. Other driveways dead-end within each of the housing development areas but will be required to meet City and County Fire Protection District standards for length, width and turn-around requirements. Also 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. A sidewalk would be constructed on both sides of Village Way. Pedestrian paths of permeable concrete would connect the residential units to the pocket parks, recreation area, and common open space.

A 20-foot wide driveway bike path would connect the easterly entry at Calle Koral and Los Carneros Road with the Tecolotito Creek Bridge on the west. This 20 foot wide access way
would provide emergency vehicle access when necessary but its primary purpose is to provide two eight-foot wide Class I public bike paths. Parallel parking is proposed along Village Way, and parking stalls and garages would be located along either one or both sides of the internal drive aisles. Parking for Project residents and visitors would be provided by a mix of two-car garages, surface parking lots, and semi-subterranean parking garages. On street parking will also be provided. With on-street parking, the Project will provide providing a total of 1,413 spaces, or an average of three spaces per residential unit. A summary of parking spaces is provided in Table 2-4 below.

<table>
<thead>
<tr>
<th>Location of Parking</th>
<th>Number of Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driveways</td>
<td>466</td>
</tr>
<tr>
<td>Garages</td>
<td>466</td>
</tr>
<tr>
<td>Village Way (Parallel)</td>
<td>159</td>
</tr>
<tr>
<td>Internal Parcel Spaces (Perpendicular)</td>
<td>33</td>
</tr>
<tr>
<td>Low Mod Apts. (Perpendicular)</td>
<td>140</td>
</tr>
<tr>
<td>Market Rate Apts. (Perpendicular)</td>
<td>149</td>
</tr>
<tr>
<td>Total Spaces</td>
<td>1,413</td>
</tr>
</tbody>
</table>

2.4.6 Landscaping and Fuel Modification, Lighting, and Southerly Wall

A Preliminary Landscape Plan was prepared for the entire 43.13-acre residential Project site and provides a suggested plant palette and layout. As part of the landscape plan, a Fuel Modification Plan was designed to protect against fire hazards. A separate plan will be prepared for the Tecolotito Creek upland buffer and will include mitigation required for any impacts to sensitive vegetation and protected trees resulting from construction activities. The total Tecolotito Creek SPA includes the 60-foot wide creek and an upland buffer. Ideally, the upland buffer would extend 100 feet out from the top of the creek bank. However, the General Plan allows the City to reduce the upland buffer to no less than 25 feet in width on a case-by-case basis based on evaluation of two general criteria. South of the Tecolotito Creek bridge the upland buffer varies from 50 to 65 feet in width to the edge of the Flood Control easement that also defines the 100-year floodplain in this area. North of Tecolotito Creek bridge the upland buffer varies from 50 to over 700 feet in width and includes all of the area within the 100 year floodplain formed by both the creek and its unnamed tributary in Lot 7. The adequacy of the SPA and the upland buffer component is discussed in Sections 4.3 (Biology), 4.9 (Land Use), and 6 (Alternatives) from the ESHA riparian corridor areas along Tecolotito Creek and an unnamed tributary carrying stormwater flows from the UPRR ROW to the north. The total landscaped vegetated area of the Project, including both the residential and commercial components, is proposed to cover a total area of approximately 1,101,773 sf. The landscape plan is illustrated in Figures 2-17a and 2-17b (Landscape Planting Plan-Lot 1 and Lot 3), and Figure 2-18a and 1-28b (Landscape Planting Plan – Residential Component East and Residential West) and includes a mix of trees, shrubs, vines, groundcover, and lawns.

The Fire Protection District has issued a letter to the City indicating that fuel modification activity will not be required in any area considered “sensitive habitat,” which includes the SPA area described above.
Landscape treatments would be provided between buildings, curb bump-outs throughout the parking areas, along common walkway areas, within the open space, pocket parks, recreation areas, the Neighborhood Park, and around the perimeter of the site including the slopes along the UPRR and Los Carneros Road ROWs. Native, drought tolerant, non-invasive species would be used throughout the Project and the irrigation system would have a high water efficiency rating.

As part of a fuel modification plan required per the California Fire Code, the areas along Tecelotito Creek and its unnamed tributary impacted by development would be restored and revegetated using native riparian plant material intended to enhance the SPA. The Fire Department does not require fuel modification that will have adverse effects on sensitive natural communities identified by the ESHA, Creeks, and Riparian policies of the General Plan. The approved Fuel Modification Plan is illustrated in Figure 2-18. Perimeter and internal landscaping and SPA vegetation/mitigation area would cover approximately 58.6 percent of the site. The landscaping design and street treatments would be designed to blend with the landscaping of the business park component of the Project site as well as other developed areas in the immediate vicinity, using a plant palette that is performing well in the surrounding area. Street lighting would be shielded and directed downward per City of Goleta standards.

A screen and retaining wall will be installed along the property boundary between Lots 1 and 3 and the Village at Los Carneros residential development. The wall will be approximately four feet in height plus an additional two feet of screening as viewed from the residential development to the north. On the south side of the wall, facing the existing business park, the wall height will vary from between four feet to seven feet plus an additional two feet of screening for a total visible height of between approximately six and nine feet. The final appearance of the wall will be subject to review and approval by the Design Review Board (DRB) before a building permit is issued by the City.

2.4.7 Grading and Drainage Facilities

Grading

The Project applicant has submitted three individual Geotechnical Reports, prepared by Albus-Keefe & Associates, which combined provide an analysis of the entire site. The February 8, 2010 report addressed 14.8-acres (Lots 2 and 5), while the March 3, 2010 report addressed Lots 4, 6, and 7. A subsequent report submitted in 2013 reviews the entire residential Project area and makes recommendations based on the current Village at Los Carneros site plan, and further incorporates recommendations contained in the Project’s hydrology study. The Project would include mass grading to prepare the site to support the residential development. Preliminary estimates of Project grading would require 75,000 cubic yards (cy) of cut and 63,000 cy of fill. The balance of 12,000 cy would be accounted for in shrinkage and subsidence; however, export may be required, particularly of unsuitable soils, in which case a disposal site would be located within 30 miles. The referenced geotechnical reports include recommendations that address the appropriate grading and construction techniques required to accommodate known soil conditions. The finished grading of the site would be relatively flat and gently sloped from north to south. Finished grades along the north boundary would be 37 feet amsl in the northeast corner and 38 feet amsl in the northwest corner of the housing development area, and finished grade at the southwest corner of the development would be approximately 25 to 26 feet amsl.
The housing development area would be elevated above the neighborhood park, the Tecolotito Creek SPA, and its unnamed tributary and their associated ESHA riparian corridors and SPAs. The relatively flat Neighborhood Park/passive open space, located within the northern Tecolotito Creek SPA, would range between 28 feet amsl and 24 feet amsl. A 2:1 (horizontal to vertical ratio) fill slope would separate the developed portion of the Project site and the neighborhood park and Tecolotito Creek ESHA and SPA areas.

A one to six foot high retaining wall would be constructed along the northern property line at the toe of the 2:1 UPRR ROW 2:1 (horizontal:vertical) slope, and a 0.5 to 3.5-foot high retaining wall would be constructed along the toe of the easterly slope along the Los Carneros Road overpass ROW.

**Drainage Facilities**

Tecolotito Creek is a primary flood control facility, maintained by the Santa Barbara County Flood Control and Watershed Protection District (SBCFCWPD). The creek is one of two primary contributors of fresh water to the downstream Goleta Slough. Accordingly, projects that discharge into Tecolotito Creek are required to design their drainage systems to ensure that the creek’s flood control carrying capacity is not compromised, causing downstream flooding, and to further ensure that the quality of water entering the creek is not compromised by urban uses that might add trash, toxics, nutrients, and pesticides that might contaminate the Slough and endanger its ecologic functions. The Village at Los Carneros is one such project.

The residential component of the Project would be required to detain incremental stormwater flows onsite until they can be discharged into the Tecolotito Creek without overloading its downstream capacity. Incremental stormflows are flows in excess of those flows that would discharge into the creek in the site’s natural condition. To accomplish this, and to ensure thorough pre-treatment of stormwater and nuisance flows (i.e., 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. Bio-swales, landscaped areas, and pervious pavement allow both stormwater and nuisance water to percolate into the soil rather than run off the site. They serve to help maintain water quality by trapping sediment and trash and cleaning toxics and other pollutants through subsurface filtration. Portions of these flows that exceed the holding and percolation capacity of other onsite bio-treatment facilities would ultimately be directed through two on-site subsurface stormwater detention chambers with an aggregate storage capacity of 117,000 cubic feet; one located beneath Village Way east of leading to the Tecolotito Creek bridge in the western portion of the site; and the other located more centrally underneath the parking lot and driveway between the central recreation area (Recreation Area A) and the triplex and four-plex buildings.

As designed, the basins would allow percolation of captured flows into the underlying groundwater basin while they are retained within the subsurface retention chambers. The subsurface detention system would allow any excess or overflow water to leave the site through an outlet to storm drains that extend west to Tecolotito Creek. As noted above, 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 and provide Best Management Practices (BMPs) to filter surface water runoff for improved water quality control. When bioswales and bio-retention areas cannot be used, commercial media filters would be added to catch basins. As noted above Permeable pavement would be used for sidewalks and other paved common areas.
A Preliminary Drainage Analysis, prepared by Penfield and Smith (January, 2011), provides an analysis of drainage runoff and residential Project development measures to control runoff volume and provide water quality protection. The study assumes that the graded site would remain relatively flat and that finished grading would maintain current surface flow toward the south and west. Storm drains are currently in place to convey runoff from the site and off-site areas to Tecolotito and Los Carneros Creeks. These have capacity for continued use and can accept flows from the developed residential site component.

Portions of the residential Project site are within the 100-year flood plain for Tecolotito Creek and the unnamed tributary; however, no structures are proposed within the flood plain limits and these areas are incorporated into the Tecolotito Creek SPA. According to the preliminary analysis, the post-development scenario would increase flow at two locations. Runoff would be controlled with the incorporation of the above referenced underground detention basins and other Low Impact Development (LID) features. Drainage for the business park is already in place. Additional parking will be added to the existing business park and the existing storm drain lines will be extended and additional catch basins with filters will be included. The grading and drainage plan for the site is illustrated in Figure 2-19 (Grading and Drainage Plan).

The Tecolotito Creek upland buffer area is divided into zones to enhance both its biologic function and its water quality function. Zone 1, located closest to the creek, is vegetated with riparian plant material and functions to shade the creek and provide additional riparian habitat to enhance the riparian habitat already present within the creek itself. Zone 2 is somewhat wider than Zone 1 and contains a mix of riparian and upland vegetation (bushes, trees and native grasses) intended to enhance water quality functions and to provide habitat for small mammals and reptiles. Zone 3 is the largest zone and its function is primarily associated with water quality. The Zone is generally vegetated with native grasses that catch sediment, trash, nutrients and similar contaminants. As a native grassland, it also provides habitat and forage. All three Zones supplement as well as protect the creek’s critical ecological functions. South of Tecolotio Creek and for a small distance north of it, the upland buffer is approximately 50-feet in width and contains Zone 1 and Zone 2 vegetation. The water quality functions performed by Zone 3 are performed by onsite structural BMPs described above. North of the bridge and extending to the north property line, the upland buffer increases significantly in width, (up to over 700 feet at the north property line) and adds Zone 3 vegetation to supplement onsite water quality BMPs and expand opportunities for foraging and wildlife movement as the creek bends west to the UPRR/101 underpass. The combination of the SPA upland buffer areas and the structural and biologic BMPs on the Project site ensure excellent water quality for flows exiting the Project site.

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>

Village at Los Carneros Project  Final Environmental Impact Report
SCH# 2011111001  June 2, 2014
Grading and Drainage Plan
The water supply, sewer, storm drain, and joint utility pipeline systems for the residential component would be looped through the residential site and connected to main lines on Los Carneros Road near the intersections of Calle Koral to the east and the proposed Village Way to the south. As a condition of providing water service to the Project, the Goleta Water District is requiring offsite installation of 1,400 feet of 20-inch main line in Los Carneros Road from Cremona Drive to Hollister Avenue. Approximately 960 feet of the water line is eligible for reimbursement from redevelopment and new development in the area due to the Water District’s requirement to oversize the pipe from 12-inches to 20-inches. The line will cross Tecolotito Creek immediately adjacent to the existing roadway. The proposed waterline installation could occur using a traditional pipe bridge over the creek with footings outside of the creek banks or by directional drilling with entry and exit points outside the creek banks. Either method would be designed in order to avoid impacts to the creek or its banks and ESHA, or impacts to the flow of the creek or its function as a wildlife corridor. In addition, water and other utility pipelines may be attached to the Tecolotito Creek Bridge, connecting with existing lines on Cortona Drive to the west, assuming appropriate permissions are received from the regulatory agencies. Utility easements would be recorded for utility services.

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 and screened according to City requirements. Figure 2-20 Utility Plan illustrates the potential location of utilities and utility easements.

### 2.4.9 Vesting Tentative Map

Vesting Tentative Map (VTM) No. 32,050 would divide Lots 2, 4, 5, 6 and 7 into twelve individual lots with land uses described in Table 2-6 below.

<table>
<thead>
<tr>
<th>Lot Number</th>
<th>Size (Gross Acres)</th>
<th>Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2.86</td>
<td>Apartments</td>
</tr>
<tr>
<td>2</td>
<td>2.72</td>
<td>Seven townhome buildings</td>
</tr>
<tr>
<td>3</td>
<td>2.53</td>
<td>Seven four-plex buildings and two triplex buildings</td>
</tr>
<tr>
<td>4</td>
<td>2.12</td>
<td>Four townhome buildings</td>
</tr>
<tr>
<td>5</td>
<td>3.40</td>
<td>Apartments</td>
</tr>
<tr>
<td>6</td>
<td>1.06</td>
<td>Central recreation area (Recreation Area A)</td>
</tr>
<tr>
<td>7</td>
<td>4.48</td>
<td>Eight four-plex buildings and six triplex buildings</td>
</tr>
<tr>
<td>8</td>
<td>3.00</td>
<td>Three four-plex buildings and three townhome buildings</td>
</tr>
<tr>
<td>9</td>
<td>4.37</td>
<td>Two Podium Flats buildings</td>
</tr>
<tr>
<td>10</td>
<td>6.08</td>
<td>Neighborhood Park</td>
</tr>
<tr>
<td>11</td>
<td>5.35</td>
<td>28 Two-Pac and 28 Alley-Loaded single-family dwelling units</td>
</tr>
<tr>
<td>12</td>
<td>5.16</td>
<td>Village Way</td>
</tr>
</tbody>
</table>
When recorded, VTM No. 32,050 would grant utility and vehicular access easements, including the 20-foot wide easement to the City of Goleta that would allow public access along the bike path and pedestrian walkway. Also, 60-foot, 62-foot, and 83.5-foot easements across Tecolotito Creek Bridge and along Village Way would allow for public access to Village Way and allow extension of utilities through the site. VTM No. 32,050 is illustrated in Figure 2-21 (Vesting Tentative Map Tract Plan). The VTM would also incorporate the lot line adjustments that would be made as part of Component No. 2 of the Project.

### 2.4.10 Rezone

The proposed zone change for the residential portion of the Project would affect the northern 43.13 gross acres of the property by changing the Residential Design-20 (DR-20), and Planned Residential Development (PRD-275) to Planned Residential Development-465 (PRD-465).

In addition, to accommodate the changes to existing parking and landscaped areas associated with the existing business park development, the zoning of 0.786 acre of Industrial Research Park (MRP) would be changed to Planned Residential Development-465 (PRD-465); and 1.170 acres of Design Residential-20 (DR-20) and 0.725 acre of Planned Residential Development-275 (PRD-275) would change to Industrial Research Park (MRP) (Figure 2-6, Proposed Zoning).

### 2.4.11 Construction

The total duration for all construction phases for the residential Project is estimated to be 3.5 years, based on estimated absorption rates and is subject to change based on market conditions. No phasing plan is proposed at this time. Start of construction is estimated to occur in late 2014/early 2015 with final occupancy in 2018.

### 2.5 REQUESTED APPROVALS

The Project includes the following requested approvals from the City:

- Repeal the existing Raytheon Specific Plan (10-043-SPA);
- Zone change (10-043-RZ) to change the zoning for:
  1. The northern 44.24 acres of the of the project site from Residential Design-20 (DR-20), and Planned Residential Development (PRD-275), to Planned Residential Development-465 (PRD-465);
  2. 0.786 acres of Industrial Research Park (MRP) to Planned Residential Development-465 (PRD-465); and
  3. 1.170 acres of Design Residential-20 (DR-20) and 0.725 acres of Planned Residential Development-275 (PRD-275) to Industrial Research Park (MRP) to accommodate property line adjustments and alterations to existing parking and landscaping areas.

The zone changes would be consistent with the General Plan Amendment Land Use Designation changes as requested in 10-043-GPA.

- Development Agreement (10-043-OA);
Source: Penfield & Smith Engineering, Jan. 11, 2011.

VILLAGE AT LOS CARNEROS PROJECT

Vesting Tentative Tract Plan
2.0 PROJECT DESCRIPTION

- Vesting Tentative Map (10-043-VTM; Map No. 32,050) to subdivide the seven existing lots of record to create 12 lots for residential and associated uses and keeping two lots designated for the existing business park purposes;
- Development Plan (10-043-DP) for the 395 residential unit development to provide project-specific development standards;
- Development Plan (10-044-DP) for the development of 70 affordable rental apartments (as a portion of the 465 total proposed units);
- Development Plan Amendment (10-045-DPAM) to amend the existing Development Plan for Lot 1 (83-DP-010) to allow for the construction of the Calle Koral/Los Carneros intersection improvements and associated modifications to zoning regulation standards;
- Development Plan Amendment (10-045-DPAM) to amend the existing Development Plan for Lot 3 (84-DP-011) to allow for changes to the landscape and parking plan and associated modifications to zoning regulation standards; and
- Minor Conditional Use Permit (10-043-CUP) to permit construction of an overheight wall between Lots 1 and 3 and the Village at Los Carneros site.

Three amendments to the General Plan will be reviewed in a separate CEQA Addendum to the Goleta General Plan/Coastal Land Use Plan Final Environmental Impact Report (SCH #2005031151). The Addendum is available for review at Goleta City Hall, 130 Cremona Drive, Goleta, CA 93117. The three amendments would: (1) revise the land use designations for those portions of the business park and residential sites subject to lot line adjustment and minor zone changes contemplated as Component 2; (2) remove lots 4, 6, and 7 from the list of Central Hollister Affordable Housing sites; and (3) remove reference to the Raytheon Specific Plan from the GP/CLUP. Two of the three General Plan Amendments would need to be approved prior to the approval of any other entitlement of the Project. The Project would also be required to obtain permits from other regulatory agencies as follows:

- Clean Water Act Section 404 permit as administered by the United States Army Corps of Engineers (Corps);
- Clean Water Act Section 401 permit as administered by the Regional Water Quality Control Board (RWQCB) – Region 3;
- Fish and Game Code Section 1602 Agreement, as administered by the California Department of Fish and Wildlife (CDFW).