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4.1 Aesthetics

This section evaluates the proposed project's potential impacts to aesthetic and visual resources within and adjacent to the project site. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course.

4.1.1 Environmental Setting

a. Visual Character and Scenic Resources

The project site is a 193-acre area located in the City of Goleta, Santa Barbara County, California. The project site is currently developed with the Sandpiper Golf Club and the vacant historic Barnsdall Rio Grande Gas Station. The western portion of the project site is undeveloped, consisting of Bell Canyon, a vegetated open space area, and Bell Canyon Creek, which flows south into the Pacific Ocean. Surface waters that occur on the project site include Bell Canyon Creek, Devereaux Creek, and a man-made pond within the golf course.

The Sandpiper Golf Club includes a clubhouse, parking lot, comfort station, maintenance yard (consisting of buildings, trailers, sheds, and a fuel station), and golf course. The clubhouse consists of a single-story structure with a simple design, featuring a combination of stucco and wood siding, with a pitched roof. The clubhouse exterior consists of neutral tones of wood. Figure 4.1-1 provides representative photos of the Sandpiper Golf Club's clubhouse, including primary visual features such as the clubhouse structure (Photographs 1 through 4), surrounding landscaping (Photographs 1 through 4), associated outdoor dining areas (Photographs 2 and 4), golf course (Photograph 4), and Pacific Ocean (Photograph 4).

The comfort station is a small, stand-alone building with a similar design to the clubhouse, consisting of stucco and wood siding, a pitched roof, and a neutral exterior. Figure 4.1-2 provides representative photos of the comfort station, including primary visual features such as the comfort station structure (Photographs 1 through 4), the Ellwood Mesa Open Space and Sperling Preserve (Photographs 2 and 3), and the Santa Ynez Mountains (Photographs 3 and 4).

The maintenance yard buildings are primarily constructed from metal and wood, with corrugated metal roofs, with a design tailored for functionality rather than visual appeal. The maintenance yard is fenced, and tall hedges along the frontage of Hollister Avenue prevent views from the public roadway to the maintenance facility. The golf course features rolling fairways and native vegetation, with a seaside-links-style layout[1] that includes wide, undulating fairways and well-bunkered greens that integrate into the natural, coastal, visual landscape. Figure 4.1-3 provides representative photos of the golf course, including primary visual features such as the on-site power lines (Photographs 1 through 3), the Ellwood Mesa Open Space and Sperling Preserve (Photographs 2 and 3), the Pacific Ocean (Photograph 3), and the existing cart storage building (Photograph 4).

The Barnsdall Rio Grande Gas Station, located along Hollister Avenue in the northeastern portion of the project site, was originally constructed in 1929 and has been vacant since the 1960s. The Barnsdall Rio Grande Gas Station has a distinctive vintage appearance and features classic architectural elements typical of early 20th-century service stations, such as brick and stucco, a flat roof, and large windows. Figure 4.1-4 provides representative photos of the Barnsdall Rio Grande Gas Station (Photographs 1 through 4).

[1] A seaside links-style layout refers to a type of golf course design that is typically found near coastal areas. Defining characteristics include natural terrain, minimal artificial landscaping, and wide fairways.

Figure 4.1-1 Sandpiper Golf Club, Clubhouse Visual Character

Photograph 1. View of the existing clubhouse and landscaping, facing southwest.

Photograph 2. View of the existing clubhouse and landscaping, including outdoor dining areas, facing north.

Photograph 3. View of the existing clubhouse and landscaping, facing southeast.

Photograph 4. View of the existing clubhouse, including outdoor dining areas, as well as the golf course, facing southeast.

Figure 4.1-2 Sandpiper Golf Club, Comfort Station Visual Character

Photograph 1. View of the existing comfort station, facing southeast.

Photograph 2. View of the existing comfort station, facing northeast.

Photograph 3. View of the existing comfort station, facing north.

Photograph 4. View of the existing comfort station, facing northwest.

Figure 4.1-3 Sandpiper Golf Club, Golf Course Visual Character

Photograph 1. View of the existing golf course and power lines, facing west.

Photograph 2. View of the existing golf course and power lines, with Ellwood Mesa Open Space in the background, facing east.

Photograph 3. View of the existing golf course and power lines, with Ellwood Mesa Open Space in the background, facing southeast.

Photograph 4. View of the existing golf course and cart storage building, facing north.

Figure 4.1-4 Barnsdall Rio Grande Gas Station Visual Character

Photograph 1. View of the existing gas station building and perimeter chain-link fencing, facing southwest.

Photograph 2. View of the existing gas station building and perimeter chain-link fencing, facing north.

Photograph 3. View of the existing gas station building and perimeter chain-link fencing, facing west.

Photograph 4. View of the existing gas station building and concrete wall, facing north.

The project site is characterized by its coastal location. As shown in Figure 4.1-6 through Figure 4.1-11 in Section 4.1.3, *Impact Analysis*, the project site offers largely unobstructed views of visual resources such as the Pacific Ocean to the south, Ellwood Mesa Open Space and Sperling Preserve to the east, and the Santa Ynez Mountains to the north. The Pacific Ocean, Goleta shoreline, and Santa Ynez Mountains are specifically designated as scenic resources pursuant to Policy VH 1.1 in the Visual and Historic Resources Element of the City of Goleta's General Plan/Coastal Land Use Plan. The project site itself is not designated as a scenic resource (City of Goleta 2006).

b. Scenic Highways and Corridors

The California Department of Transportation (Caltrans) designates highways throughout California as scenic highways. For a highway to be declared as scenic, the government with jurisdiction over the abutting land must adopt a "scenic corridor protection program" that limits development, outdoor advertising, and earthmoving around the highway. U.S. 101, approximately 430 feet north of the project site, is eligible for state designation as a scenic highway (Caltrans 2018). There are no officially designated state scenic highways in the vicinity of the project site.

The City's Visual and Historic Resources Element identifies Hollister Avenue, U.S. 101, Calle Real, and Cathedral Oaks Road, all of which are in the vicinity of the project site, as local scenic corridors. The City defines local scenic corridors as roadways that pass through, or provide visual access to, areas of high scenic value (City of Goleta 2006).

The project site includes the Hollister Avenue scenic corridor and is within the vicinity of the U.S. 101, Calle Real, and Cathedral Oaks Road scenic corridors. The centerline of U.S. 101 is approximately 430 feet north of the project site, Calle Real is approximately 600 feet north of the project site, and Cathedral Oaks Road is approximately 650 feet north of the project site. These scenic corridors in the vicinity of the project site are designated and protected pursuant to Policies VH 2.1, VH 2.2, and VH 2.3 and Figure 6.1 in the City of Goleta's General Plan/Coastal Land Use Plan (City of Goleta 2006). Views of the project site, as experienced from designated local scenic corridors, are discussed below.

Views from Hollister Avenue

Hollister Avenue, designated as a local scenic corridor, is adjacent to the Sandpiper Golf Club's northern to northeastern boundary, and the right-of-way for Hollister Avenue is within the project site (refer to Section 2.6.6, *Hollister Avenue Improvements*). Hollister Avenue provides direct eastbound and westbound views of the Sandpiper Golf Club, including the clubhouse and golf course; the Pacific Ocean; and the Barnsdall Rio Grande Gas Station. Views of the existing maintenance yard from Hollister Avenue are obstructed by intervening vegetation.

Views from U.S. 101 Mainline

As a local scenic corridor throughout Goleta, U.S. 101 provides scenic views from the roadway to surrounding areas. However, U.S. 101 is located approximately 430 feet to the north of the project site and intervening buildings, topography, and vegetation completely obstruct southward views of the project site.

Views from Calle Real

Calle Real is designated as a local scenic corridor and is located approximately 600 feet north of the project site. Southward views of the project site from Calle Real are obstructed by intervening vegetation, topography, buildings and U.S. 101.

Views from Cathedral Oaks Road

Cathedral Oaks Road is designated as a local scenic corridor and its western terminus intersects Hollister Avenue near the project site's parking lot entrance. Southward views of the project site from the Cathedral Oaks Road and Hollister Avenue intersection have an extensive view of the Pacific Ocean across the project site, and northward views from this intersection have a clear view to the Santa Ynez mountains. Southward views along Cathedral Oaks north of U.S. 101 are obstructed by intervening vegetation, topography, and U.S. 101.

c. Scenic Viewpoints

In addition to scenic corridors, the City of Goleta's General Plan/Coastal Land Use Plan designates scenic viewpoints, which are designated locations with protected views or vistas. One designated scenic viewpoint is located along the coast on the central portion of the project site. Additionally, three designated scenic viewpoints are located along Hollister Avenue adjacent to the project site. These four scenic viewpoints within and in the vicinity of the project site are discussed below. General views from locally designated scenic corridors, including Hollister Avenue, U.S. 101, Calle Real, and Cathedral Oaks Road, are discussed in the above subsection, "Scenic Corridors." The project site is also visible from recreational trails within Santa Barbara Shores Park, which offer scenic views of the Pacific Ocean and Goleta shoreline.

Coastal Bluff

The City of Goleta's General Plan/Coastal Land Use Plan identifies a scenic viewpoint along the southern coastal bluff of the Sandpiper Golf Club. This viewpoint provides both north-facing views of the Sandpiper Golf Club and Santa Ynez Mountains and foothills, and south-facing views of the Pacific Ocean. The Coastal Bluff scenic viewpoint is accessible to patrons of the Sandpiper Golf Club and does not constitute a publicly accessible scenic viewpoint, and is therefore excluded from the analysis within Section 4.1.3.

Sandpiper Golf Club

The City of Goleta's General Plan/Coastal Land Use Plan identifies a scenic viewpoint directly north of the project site along Hollister Avenue. This viewpoint provides both north-facing views of the Santa Ynez Mountains, and south-facing views of the project site, including the golf course, clubhouse, and distant Pacific Ocean.

Hollister Avenue, East Devereaux Creek

The City of Goleta's General Plan/Coastal Land Use Plan identifies a scenic viewpoint directly northeast of the project site along Hollister Avenue, to the east of Devereaux Creek. This viewpoint provides both north-facing views of residences and landscaped vegetation, and south-facing views of the Barnsdall Rio Grande Gas Station. Southward views of the golf course and Pacific Ocean are obscured by existing vegetation.

Hollister Avenue, West Devereaux Creek

The City of Goleta's General Plan/Coastal Land Use Plan identifies a scenic viewpoint directly northeast of the project site along Hollister Avenue, to the west of Devereaux Creek. This viewpoint provides both north-facing views of residences, scrub vegetation, and the distant Santa Ynez Mountains, and south-facing views of the project site, including the golf course and Pacific Ocean.

d. Existing Light and Glare Conditions

The project site is primarily developed with the Sandpiper Golf Club. On-site sources of illumination include exterior lighting at the clubhouse, comfort station, parking lot, and maintenance yard, as well as pathway lighting around the golf course cart paths. Additionally, interior lighting of the clubhouse, comfort station, and maintenance yard provides on-site illumination at nighttime. The existing Barnsdall Rio Grande Gas Station does not contain lighting.

The project site receives indirect lighting from off-site sources of industrial and residential development in the vicinity of the site, as well as adjacent roadways. Off-site sources include streetlamps, light fixtures along building exteriors, light emanating from windows, and headlights from passing vehicles on Hollister Avenue.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use. Existing sources of glare on the project site include sunlight reflecting from light-colored building materials and glass within existing structures.

4.1.2 Regulatory Setting

a. Federal Regulations

Federal Aviation Regulations Part 77

The project site is within the Federal Aviation Regulations (FAR) Part 77 airspace surface for the Santa Barbara Airport (Santa Barbara County Association of Governments 2023). The FAR Part 77 airspace surface reflects areas around airports determined by Federal Aviation Administration regulations that should be protected from obstructions and visual impacts that may interfere with the safe operation of aircraft (14 Code of Federal Regulations Part 77). Height restrictions for development on the project site, as identified by FAR Part 77, range from 361 feet to 411 feet.

b. State Regulations

State Scenic Highway Program

Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. U.S. 101 is eligible for designation throughout Santa Barbara County, but is not designated as a State Scenic Highway in the vicinity of the project site (Caltrans 2018).

California Coastal Act

The California Coastal Act of 1976 establishes procedures for the review of proposed developments in the Coastal Zone and policies for the protection of coastal resources and public access to the coastline. The project site is located in the Coastal Zone; therefore, Section 30251, Scenic and visual qualities, of the California Coastal Act pertains to aesthetics of the proposed project.

> **Section 30251, Scenic and visual qualities**: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize

the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas, such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government, shall be subordinate to the character of its setting.

c. Local Regulations

City of Goleta General Plan/Coastal Land Use Plan

The City of Goleta's General Plan/Coastal Land Use Plan Visual and Historic Resources Element (2006) outlines several goals and policies related to the aesthetics of development and preservation of scenic resources. Policies that are relevant to the proposed project include:

- **Policy VH 1.1: Scenic Resources.** An essential aspect of Goleta's character is derived from the various scenic resources within and around the city. Views of these resources from public and private areas contribute to the overall attractiveness of the city and the quality of life enjoyed by its residents, visitors, and workforce. The City shall support the protection and preservation of the following scenic resources:
  a. The open waters of the Pacific Ocean/Santa Barbara Channel, with the Channel Islands visible in the distance.
  b. Goleta's Pacific shoreline, including beaches, dunes, lagoons, coastal bluffs, and open costal mesas.
  c. Goleta and Devereux Sloughs.
  d. Creeks and the vegetation associated with their riparian corridors.
  e. Agricultural areas, including orchards, lands in vegetable or other crop production, and fallow agricultural lands.
  f. Lake Los Carneros and the surrounding woodlands.
  g. Prominent natural landforms, such as the foothills and the Santa Ynez Mountains.
- **Policy VH 1.2: Scenic Resources Map**. The Scenic Resources Map in Figure 6-1 identifies locations on public roads, trails, parks, open spaces, and beaches that serve as public vantage points for viewing scenic resources. Views from these locations shall be protected by minimizing any impairment that could result from new development.
- **Policy VH 1.3: Protection of Ocean and Island Views**. Ocean and island views from public viewing areas shall be protected. View protection associated with development should be accomplished first through site selection and then by use of design alternatives that enhance rather than obstruct or degrade such views. To minimize impacts to these scenic resources and ensure visual compatibility, the following development practices shall be used, where appropriate:
  a. Limitations on the height and size of structures.
  b. Limitations on the height and use of reflective materials for exterior walls (including retaining walls) and fences.
  c. Clustering of building sites and structures.
  d. Shared vehicular access to minimize curb cuts.
  e. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.

f. Use of landscaping for screening purposes and/or minimizing view blockage as applicable.
g. Selection of colors and materials that harmonize with the surrounding landscape

- **Policy VH 1.4: Protection of Mountain and Foothill Views.** Views of mountains and foothills from public areas shall be protected. View protection associated with development that may affect views of mountains or foothills should be accomplished first through site selection and then by use of design alternatives that enhance, rather than obstruct or degrade, such views. To minimize structural intrusion into the skyline, the following development practices shall be used where appropriate:
  a. Limitations on the height and size of structures.
  b. Limitations on the height of exterior walls (including retaining walls) and fences.
  c. Stepping of buildings so that the heights of building elements are lower near the street and increase with distance from the public viewing area. Increased setbacks along major roadways to preserve views and create an attractive visual corridor.
  d. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.
  e. Limitations on removal of native vegetation.
  f. Use of landscaping for screening purposes and/or minimizing view blockage as applicable.
  g. Revegetation of disturbed areas.
  h. Limitations on the use of reflective materials and colors for roofs, walls (including retaining walls), and fences.
  i. Selection of colors and materials that harmonize with the surrounding landscape.
  j. Clustering of building sites and structures.

- **Policy VH 1.5: Protection of Open Space Views.** Views of open space, including agricultural lands, from public areas shall be protected. View protection associated with development should be accomplished first through site selection and then by use of design alternatives that enhance rather than obstruct or degrade such views. To minimize impacts to these scenic resources, the following development practices shall be used, where appropriate:
  a. Limitations on the height and size of structures.
  b. Clustering of building sites and structures.
  c. Shared vehicular access to minimize curb cuts.
  d. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.
  e. Use of landscaping for screening purposes and/or minimizing view blockage as applicable.
  f. Selection of colors and materials that harmonize with the surrounding landscape

- **Policy VH 1.6: Preservation of Natural Landforms**. Natural landforms shall be protected. Protection associated with development should be accomplished first through site selection to protect natural landforms and then by use of alternatives that enhance and incorporate natural landforms in the design. To minimize alteration of natural landforms and ensure that development is subordinate to surrounding natural features such as mature trees, native vegetation, drainage courses, prominent slopes, and bluffs, the following development practices shall be used, where appropriate:

a. Limit grading for all development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land.
b. Blend graded slopes with the natural topography.
c. On slopes, step buildings to conform to site topography.
d. Minimize use of retaining walls.
e. Minimize vegetation clearance for fuel management.
f. Cluster building sites and structures.
g. Share vehicular access to minimize curb cuts.

- **Policy VH 1.8: Private Views**. Project development and architecture shall be considerate of private views.
- **Policy VH 2.1: Designated Scenic Corridors**. The Scenic Resources Map in Figure 6-1 identifies corridors that pass through, or provide visual access to, areas of high scenic value. These corridors, or segments of corridors, include but are not limited to the following:
  a. U.S. 101
  b. Cathedral Oaks Road
  c. Hollister Avenue
  d. Los Carneros Road
  e. Fairview Avenue
  f. Calle Real
- **Policy VH 2.2: Preservation of Scenic Corridors.** The aesthetic qualities of scenic corridors shall be preserved through retention of the general character of significant natural features; views of the ocean, foothills, and mountainous areas; and open space associated with recreational and agricultural areas including orchards, prominent vegetation, and historic structures. If landscaping is used to add visual interest or for screening, care should be taken to prevent a wall-like appearance. Bridges, culverts, drainage ditches and other roadway ancillary elements should be appropriately designed; side slopes and earthen berms adjacent to roadways should be natural in appearance.
- **Policy VH 2.3 Development Projects Along Scenic Corridors.** Development adjacent to scenic corridors should not degrade or obstruct views of scenic areas. To ensure visual compatibility with the scenic qualities, the following practices shall be used, where appropriate:
  a. Incorporate natural features in design.
  b. Use landscaping for screening purposes and/or for minimizing view blockage as applicable.
  c. Minimize vegetation removal.
  d. Limit the height and size of structures.
  e. Cluster building sites and structures.
  f. Limit grading for development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land.
  g. Preserve historical structures or sites.
  h. Plant and preserve trees.
  i. Minimize use of signage.
  j. Provide site-specific visual assessments, including use of story poles.

k. Provide a similar level of architectural detail on all elevations visible from scenic corridors.
l. Place existing overhead utilities and all new utilities underground.
m. Establish setbacks along major roadways to help protect views and create an attractive scenic corridor. On flat sites, step the heights of buildings so that the height of building elements is lower close to the street and increases with distance from the street.

- **Policy VH 2.4: Public Improvements**. Public improvements visible from scenic corridors including landscaping, street lighting, signage, medians, noise attenuation walls, and other hardscape elements shall include a high level of design through appropriate detailing and use of high quality, durable materials.
- **Policy VH 2.5: Linkages between Scenic Areas**. Corridors of high scenic value should be linked with adjacent public recreation areas such as parks and trails where feasible.
- **Policy VH 3.3: Site Design**. The city's visual character shall be enhanced through appropriate site design. Site plans shall provide for buildings, structures, and uses that are subordinate to the natural topography, existing vegetation, and drainage courses; adequate landscaping; adequate vehicular circulation and parking; adequate pedestrian circulation; and provision and/or maintenance of solar access.
- **Policy VH 3.4: Building Design**. The city's visual character shall be enhanced through development of structures that are appropriate in scale and orientation and that use high quality, durable materials. Structures shall incorporate architectural styles, landscaping, and amenities that are compatible with and complement surrounding development.
- **Policy VH 3.5. Pedestrian-Oriented Design**. The city's visual character shall be enhanced through provision of aesthetically pleasing pedestrian connections within and between neighborhoods, recreational facilities, shopping, workplaces, and other modes of transportation, including bicycles and transit.
- **Policy VH 4.9: Landscape Design**. Landscaping shall be considered and designed as an integral part of development, not relegated to remaining portions of a site following placement of buildings, parking, or vehicular access. Landscaping shall conform to the following standards:
  a. Landscaping that conforms to the natural topography and protects existing specimen trees is encouraged.
  b. Any specimen trees removed shall be replaced with a similar size tree or with a tree deemed appropriate by the City.
  c. Landscaping shall emphasize the use of native and drought-tolerant vegetation and should include a range and density of plantings including trees, shrubs, groundcover, and vines of various heights and species.
  d. The use of invasive plants shall be prohibited.
  e. Landscaping shall be incorporated into the design to soften building masses, reinforce pedestrian scale, and provide screening along public streets and off street parking areas.
- **Policy VH 4.10: Streetscape and Frontage Design**. A unified streetscape shall be created to improve the interface between pedestrians and vehicles. The following design elements shall be incorporated where feasible:
  a. Abundant street trees and landscaped medians.
  b. Landscaping that buffers pedestrians and bicyclists from traffic without creating site distance conflicts.

c. Coordination of landscaping within the public right-of-way and adjacent development to provide an integrated street frontage.
d. Provision of street furniture including benches, planter seating, trash containers, and pedestrian scale light fixtures.
e. Use of pavement treatments and decorative tree wells.
f. Accent planting, textured paving, and specimen trees used to establish identities at building entries.
g. Traffic control and utility hardware such as backflow devices, traffic control cabinets, cable television boxes, and air vacuum and release enclosures shall be screened from view and colored to blend in with the surroundings. Such hardware should be placed outside sidewalks and away from intersections to the extent feasible.

- **Policy VH 4.11: Parking Lots**. Parking lots shall be adequately designed and landscaped. The following standards shall apply (see related Policy TE 9):
  a. Adequate parking requirements shall be established for all zone districts and conditionally permitted uses.
  b. Adequate parking space dimensions and aisle widths shall be established.
  c. Angled parking spaces are encouraged in order to maximize visibility for drivers and pedestrians. Retail parking lot design that includes 90-degree parking spaces is discouraged.
  d. Pedestrian circulation shall be adequate, clearly delineated, and integrated with internal vehicle circulation to allow for safe and convenient pedestrian links from parking areas to building entrances. Planting strips should be used between traffic zones and sidewalks wherever possible.
  e. Retail parking lots shall provide for adequate shopping cart storage that is adequately screened.
  f. Parking lot landscaping shall provide for adequate visual relief, screening, and shade. Adequate tree density shall be established and shall include approximately one tree for every four parking spaces. Deciduous trees in parking lots are discouraged due to the visual effects of loss of canopy.
  g. Parking lot lighting shall be considered relative to the selection and location of parking lot trees and their height at maturity.
  h. Shared parking arrangements are encouraged where neighboring uses have different peak use periods.
  i. Permeable parking surfaces and grass-incorporated paving systems are encouraged to reduce stormwater runoff. Water quality protection measures such as storm drain filters should be used to minimize pollutants that would result in impacts to downstream water bodies or habitat.

- **Policy VH 4.12: Lighting**. Outdoor lighting fixtures shall be designed, located, aimed downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and sky glow. The following standards shall apply:
  a. Outdoor lighting shall be the minimum number of fixtures and intensity needed for the intended purpose. Fixtures shall be fully shielded and have full cut off lights to minimize

visibility from public viewing areas and prevent light pollution into residential areas or other sensitive uses such as wildlife habitats or migration routes.

b. Direct upward light emission shall be avoided to protect views of the night sky.

c. Light fixtures used in new development shall be appropriate to the architectural style and scale and compatible with the surrounding area.

- **Policy VH 4.14: Utilities**. New development projects shall be required to place new utility lines underground. Existing overhead utility lines should be placed underground when feasible. Undergrounding of utility hardware is encouraged. Any aboveground utility hardware, such as water meters, electrical transformers, or backflow devices, shall not inhibit line of sight or encroach into public walkways and, where feasible, should be screened from public view by methods including, but not limited to, appropriate paint color, landscaping, and/or walls.
- **Policy VH 4.15: Site-Specific Visual Assessments**. The use of story poles, physical or software-based models, photo-realistic visual simulations, perspectives, photographs, or other tools shall be required, when appropriate, to evaluate the visual effects of proposed development and demonstrate visual compatibility and impacts on scenic views.
- **Policy VH 4.16: Green Building**. The City encourages the incorporation of green building practices in design. Such practices may include the use of recycled materials, drought tolerant and native plants, energy efficient features, water conservation, allowance for solar access, and permeable surfaces.
- **Policy VH 5.5: Alterations to Historic Resources**. Any proposed alterations to a designated historic resource or property listed in the City's Historic Resources Inventory shall respect the character- defining features of the building, its setting, and maintain architectural consistency with the original site or structure. Such proposals may require the submittal of an historic evaluation from a recognized professional as part of the design review process, that, depending upon the nature of the proposed alternation, may include review by the Historic Preservation Commission or Design Review Board prior to approval. To encourage rehabilitation, maintenance, and sensitivity in additions and remodels, the City encourages and supports adaptive reuse of structures listed on the Historic Resources Inventory and may consider allowing for flexibility when applying building code regulations, including use of the California Historic Building Code, in order to facilitate the retention of character-defining features and maintaining historical significance.
- **Policy VH 5.7: New Construction**. Development approved in proximity to an identified historic resource shall respect and be aesthetically compatible with the structures or sites in terms of scale, materials, and character.

Goleta Coastal Zoning Ordinance

The project site is zoned as Open Space/Active Recreation (City of Goleta 2025). According to Section 17.12.010(C) of the City's Zoning Code, the Open Space/Active Recreation zone is intended for existing or planned areas for public parks and active recreational activities and facilities through implementation of the Open Space/Active Recreation land use designation in the City of Goleta's General Plan/Coastal Land Use Plan. Individual recreational areas may include a mix of passive and active recreational features or improvements. Allowed uses within this zoning designation include recreational facilities, with the approval of a Conditional Use Permit, and passive open space. Section 17.12.030 of the City's Zoning Code prescribes development regulations for the Open Space/Active Recreation zone, including maximum building height (25 feet) and setback requirements (10 feet).

4.1.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

This section evaluates the existing visual resources compared to the proposed redevelopment, analyzing the nature of the anticipated change and its compatibility with the visual character of the area. The assessment of a project's aesthetic impacts is inherently subject to personal and cultural interpretation; to ensure objectivity, this analysis uses the County's 2024 *Environmental Thresholds and Guidelines Manual* to direct the assessment of aesthetic impacts.

Consistent with the County's 2024 *Environmental Thresholds and Guidelines Manual,* the assessment of aesthetic impacts includes an evaluation of visual resources on the project site, visual resources in areas surrounding the project site, and public views that include the project site, including the physical attributes of the project site, its relative visibility, and its relative uniqueness. Visual resources visible from or through the project site include the Pacific Ocean, Goleta shoreline, and Santa Ynez Mountains. This analysis includes an evaluation of the potential impacts of the proposed project on views of these visual resources, and includes a determination of compliance with local policies that pertain to visual resources.

Significance Thresholds

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on Appendix G of the *CEQA Guidelines* which provides the following to determine if a project would have a potentially significant impact on cultural resources. Would the project:

1. Have a substantial adverse effect on a scenic vista;
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings; in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality; or
4. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

The County's 2024 *Environmental Thresholds and Guidelines Manual* does not include specific significance thresholds for aesthetics; however, it offers guidance for the methodology of assessing visual impacts, as summarized in the above subsection, *Methodology*.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project have a substantial adverse effect on a scenic vista?

Impact AES-1 Construction and operation of the proposed project would not have a substantial adverse effect on a scenic vista. Although portions of the project would be visible from designated scenic corridors and viewpoints, these impacts would be temporary during construction, minimized through construction screening, and offset during operation by strategic tree planting and undergrounding of utilities to enhance visual quality. Therefore, impacts would be Class III, *less than significant*.

Construction

The proposed project would include construction of a new, 37,179 square foot, two-level clubhouse with glass windows, a glass elevator enclosed within a glass structure in the center of the clubhouse, sloped turf walls, and a turf roof. A minor portion of the main roof structure would have a maximum height of 29 feet, and the passenger elevator structure would have a maximum architectural projection height of 33 feet. As discussed under Section 2.9, *Project Approvals*, the project applicant requests an adjustment to allow these portions of the clubhouse to exceed the 25-foot height limit for the Open Space/Active Recreation zone. The existing clubhouse has a maximum height of 28 feet 6 inches and also exceeds the 25-foot height limit.

The proposed project would also include the construction of a 7,476 square foot maintenance facility with a maximum height of 13 feet and 4 inches; a new, two-structure, 329 square foot comfort station with a maximum height of 15 feet; and the Rio Grande Coffee Shop, consisting of restoration and adaptive reuse of the Barnsdall Rio Grande Gas Station and construction of a new 695 square foot café building designed to resemble a 1920s gas station service bay with a maximum height of 15 feet and 6 inches. Ground-level improvements would consist of recontouring the existing 18-hole golf course, conversion of 63 acres of existing golf course to native landscaping, and improvements to Hollister Avenue.

The project site includes portions of Hollister Avenue, a locally designated scenic corridor, and is in the vicinity of three locally designated scenic corridors (U.S. 101, Calle Real, and Cathedral Oaks Road). As discussed under Section 4.1.1, *Environmental Setting*, existing views of the project site from U.S. 101, Calle Real, and most of Cathedral Oaks Road are obscured by intervening buildings (single-family residences), elevated topography, and mature vegetation. Construction of the proposed project would thus not substantially degrade views of scenic vistas from these three scenic corridors. The project site is in the vicinity of three publicly accessible scenic viewpoints (Sandpiper Golf Club, Hollister Avenue [East Devereaux Creek], and Hollister Avenue [West Devereaux Creek]). Furthermore, the project site is visible from recreational trails within Santa Barbara Shores Park, which offer views of the Goleta shoreline and Pacific Ocean.

Construction of the proposed project would be visible from public locations that offer views of City-designated scenic vistas. Specifically, construction of the proposed clubhouse, maintenance facility, Rio Grande Coffee Shop, Hollister Avenue improvements, golf course recontouring, and installation of underground utility lines would be visible from the Hollister Avenue scenic corridor and related scenic viewpoints. Golf course recontouring would also be visible from Santa Barbara Shores Park. Construction activities would include site preparation, grading, paving, utility trenching, and building construction, all of which would require heavy machinery and materials storage on the project site. Temporary construction features, such as scaffolding, construction trailers, or safety fencing, may also occur on the project site.

Although construction activities would be visible to the public from the Hollister Avenue scenic corridor, scenic viewpoints, and Santa Barbara Shores Park, such visual impacts would be temporary.

Moreover, the phasing of construction activities would limit the duration and extent of visual degradation such that construction would not occur throughout the entire project site at one time. Furthermore, as a Condition of Approval, the City would require that buildings (such as at the Rio Grande Coffee Shop, maintenance yard, and new clubhouse) be screened with fencing during construction, which would obstruct views of equipment and the construction sites from public viewing areas. Therefore, construction of the proposed project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

Operation

As discussed above, views of the project site would be visible from public locations that offer views of City-designated scenic vistas, including the Hollister Avenue scenic corridor, scenic viewpoints, and Santa Barbara Shores Park. Figure 4.1-5 depicts the location of five key viewpoints (KVP) that provide prominent views of and through the project site. These viewpoints were used to depict existing conditions and simulated[2] views of the proposed project. Figure 4.1-6 through Figure 4.1-11 display the existing and simulated views from each KVP and were provided by Winick Architects in March 2025 (Winick Architects 2025).

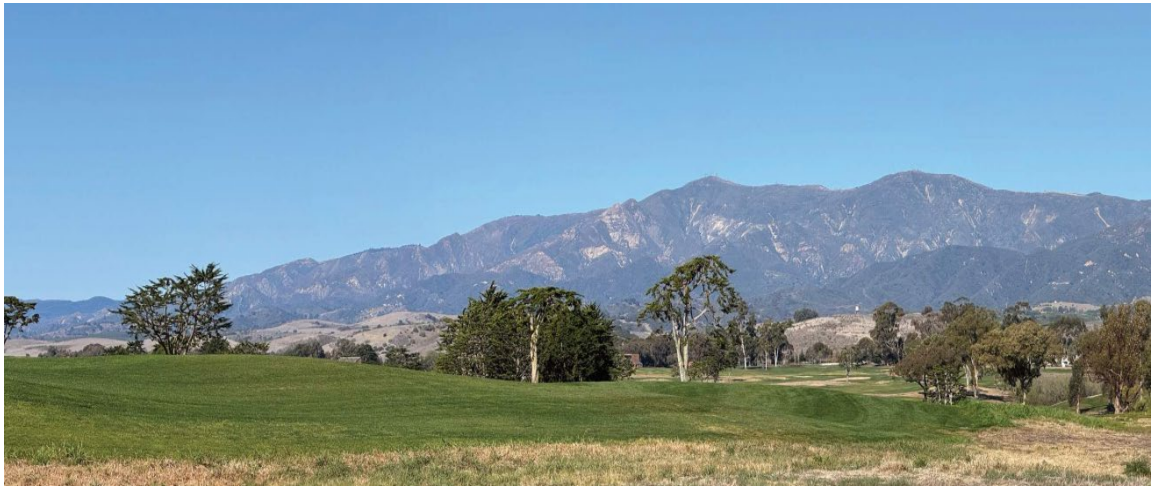
The project would include the removal of an oak tree within the Hollister Avenue ROW as well as the removal of 39 non-native trees generally located within the proposed parking areas at the new clubhouse and maintenance yard, and within the golf course playing areas. The proposed project includes the planting of 116 trees, resulting in a net increase of 65 trees on the project site. To offset the removal of the oak tree, the project would include the planting of a replacement 72-inch box oak on the project site. Eighty three (83) of the new trees would be planted within the new parking areas. Additional trees would be located along the western perimeter of the golf course to provide visual screening of the Venoco facility; near the Hollister Avenue/Cathedral Oaks Road intersection to soften views of the proposed clubhouse and parking areas; and at strategic locations within the golf course to soften views of the maintenance yard and Rio Grande Coffee Shop. The locations of new trees were selected to maintain existing views of the Pacific Ocean. The addition of new trees along the western perimeter of the golf course, around the clubhouse, at the maintenance yard, and at the Rio Grande Coffee Shop would not interfere with public views of the Pacific Ocean because no views of the Pacific Ocean are visible from public roads at these locations. Furthermore, the addition of new trees at the maintenance yard would screen the maintenance yard structures and fence from Hollister Avenue and improve existing views from the roadway. The addition of new trees at the clubhouse would maintain the existing, vegetated conditions that surround the clubhouse, and would screen views of the new, paved parking areas from Hollister Avenue. Therefore, the addition of new trees would not interfere with previous, unobstructed, scenic views from public locations.

The proposed project includes the undergrounding of overhead power and telecommunications lines via a joint trench that would run parallel to Hollister Avenue across the northern project site boundary. The undergrounding of the existing power lines would improve scenic views from Hollister Avenue of the Pacific Ocean by removing the existing obstruction.

[2] Simulated views of the proposed golf course layout are not included in this analysis. The proposed golf course layout would be similar to existing conditions, consist of turf and landscaping, and the golf course improvements (as discussed in Impact AES-1) would not result in a substantial change to the current visual landscape.

Figure 4.1-5 Key Observation Point Locations for Project Site

Figure 4.1-6 Project Site Existing and Simulated Views from KVP 1 (Santa Barbara Shores Park)



Photograph 1. Existing northwestern view of the project site from Santa Barbara Shores Park. The project site is directly visible from this viewpoint.

Photograph 2. Simulated northwestern view of the project site from Santa Barbara Shores Park (Winick Architects 2025). Proposed project structures would not be visible from this viewpoint, and the proposed golf course layout would be substantially similar to existing conditions.

Figure 4.1-7 Project Site Existing and Simulated Views from Roadway at KVP 2 (Barnsdall Rio Grande Gas Station)

Photograph 1. Existing southward view of the project site from Hollister Avenue and the East Devereaux Creek scenic viewpoint. The Barnsdall Rio Grande Gas Station is clearly visible from this viewpoint.

Photograph 2. Simulated southward view of the project site from Hollister Avenue and the East Devereaux Creek scenic viewpoint, including the visual simulation of the proposed Rio Grande Coffee Shop and the undergrounding of power lines (Winick Architects 2025).

Figure 4.1-8 Project Site Existing and Simulated Views from Sidewalk at KVP 2 (Hollister Avenue at Barnsdall Rio Grande Gas Station)

Photograph 1. Existing southward view of the project site from Hollister Avenue and the East Devereaux Creek scenic viewpoint, taken at the sidewalk on the north side of Hollister Avenue. The Barnsdall Rio Grande Gas Station is clearly visible from this viewpoint, with the maintenance yard barely visible in the lefthand portion of the image.

Photograph 2. Simulated southward view of the project site from Hollister Avenue and the East Devereaux Creek scenic viewpoint, taken at the sidewalk on the north side of Hollister Avenue, including the visual simulation of the proposed Rio Grande Coffee Shop, the undergrounding of power lines, Hollister Avenue improvements, and the addition of new trees that screen the maintenance yard from Hollister Avenue (Winick Architects 2025).

Figure 4.1-9 Project Site Existing and Simulated Views from KVP 3 (Hollister Avenue at Sandpiper Golf Club Golf Course)

Photograph 1. Existing southward view of the project site from Hollister Avenue and the West Devereaux Creek scenic viewpoint. The project site is directly visible from this viewpoint.

Photograph 2. Simulated southward view of the project site from Hollister Avenue and the West Devereaux Creek scenic viewpoint, including the visual simulation of the Hollister Avenue improvements, including the Type 4 trail and new fencing, as well as the undergrounding of power lines (Winick Architects 2025).

Figure 4.1-10 Project Site Existing and Simulated Views from KVP 4 (Hollister Avenue/Cathedral Oaks Intersection)

Photograph 1. Existing southward view of the project site from the Sandpiper Golf Club scenic viewpoint. The project site is directly visible from this viewpoint.

Photograph 2. Simulated southward view of the project site from the Sandpiper Golf Club scenic viewpoint, including the visual simulation of the Hollister Avenue improvements, undergrounding of power lines, new vehicular access point to the clubhouse, and new clubhouse (in the background of the righthand portion of the image) (Winick Architects 2025).

Figure 4.1-11 Project Site Existing and Simulated Views from KVP 5 (Hollister Avenue at Sandpiper Golf Club Clubhouse)

Photograph 1. Existing southward view of the project site from Hollister Avenue. The project site and existing clubhouse are directly visible from this roadway.

Photograph 2. Simulated southward view of the project site from Hollister Avenue, including the visual simulation of the proposed clubhouse and undergrounding of power lines (Winick Architects 2025).

KVP 1 (Santa Barbara Shores Park)

This location is at Santa Barbara Shores Park, south of Ellwood Mesa Open Space and Sperling Preserve. As shown in Figure 4.1-6, northwestern-facing views of the golf course are visible from this viewpoint (Photograph 1). However, the proposed clubhouse, comfort station, and Rio Grande Coffee Shop would not be visible from this viewpoint (Photograph 2), and the proposed golf course layout would not result in a substantial change to the visual landscape. The proposed project would not result in a substantial adverse effect on scenic vistas of the Santa Ynez Mountains or Goleta shoreline from Santa Barbara Shores Park.

KVP 2 (Hollister Avenue at Barnsdall Rio Grande Gas Station)

This location is along Hollister Avenue, a locally designated scenic corridor, and is the location of the Hollister Avenue (East Devereaux Creek) scenic viewpoint. As shown in Figure 4.1-7 and Figure 4.1-8, south-facing views of the proposed Rio Grande Coffee Shop, Hollister Avenue improvements, and undergrounding of power lines would be visible from this viewpoint (Photograph 1). However, the proposed restoration of the Barnsdall Rio Grande Gas Station would improve the quality of views from Hollister Avenue, as the existing structure is aging and in a state of disrepair; the Rio Grande Coffee Shop would be visually and architecturally compatible with the restored historic Barnsdall Rio Grande Gas Station; the improvements along Hollister Avenue would not result in substantial changes to the visual landscape; and the addition of new vegetation and landscaping, and undergrounding of power lines, would result in a more cohesive and integrated visual landscape (Photograph 2). Therefore, the proposed project would not result in a substantial adverse effect on scenic vistas of the Goleta shoreline or Pacific Ocean visible from this portion of the Hollister Avenue scenic corridor or Hollister Avenue (East Devereaux Creek) scenic viewpoint.

KVP 3 (Hollister Avenue at Sandpiper Golf Club Golf Course)

This location is along Hollister Avenue, a locally designated scenic corridor, and is the location of the Hollister Avenue (West Devereaux Creek) scenic viewpoint. As shown in Figure 4.1-9, south-facing views of the existing project site are visible from this viewpoint (Photograph 1). Features of the proposed project that would be visible from this viewpoint, as shown in Photograph 2, include golf course improvements, Hollister Avenue improvements, and the undergrounding of power lines. However, the golf course improvements would add unintrusive wooden fencing along the project site and would not result in substantial changes to the visual landscape. The Hollister Avenue improvements would add greenery and a recreational pathway through the area, and the undergrounding of power lines would remove visual clutter and provide unobstructed views of the golf course, distant coastal bluffs and Pacific Ocean (Photograph 2). Therefore, the proposed project would not result in a substantial adverse effect on scenic vistas of the Goleta shoreline or Pacific Ocean visible from this portion of the Hollister Avenue scenic corridor or Hollister Avenue (West Devereaux Creek) scenic viewpoint.

KVP 4 (Hollister Avenue/Cathedral Oaks Road Intersection)

This location is near the Hollister Avenue/Cathedral Oaks Road intersection. As shown in Figure 4.1-10, south-facing views of the existing project site are visible from this viewpoint (Photograph 1). Features of the proposed project that would be visible from this viewpoint, as shown in Photograph 2, include golf course improvements, Hollister Avenue improvements, the undergrounding of power lines, and the new clubhouse. However, the golf course improvements and Hollister Avenue improvements would not result in substantial changes to the visual landscape; the

undergrounding of power lines would remove visual clutter and provide unobstructed views of the golf course, distant coastal bluffs and Pacific Ocean; and the new clubhouse would be visually integrated into the landscape via sloped turf walls and a turf roof that would match surrounding greenery (Photograph 2). Therefore, the proposed project would not result in a substantial adverse effect on scenic vistas of the Goleta shoreline or Pacific Ocean visible from the Sandpiper Golf Club scenic viewpoint.

KVP 5 (Hollister Avenue, Sandpiper Golf Club Clubhouse)

This location is along Hollister Avenue, a locally designated scenic corridor. As shown in Figure 4.1-11, south-facing views of the existing project site, including the clubhouse, are visible from this viewpoint (Photograph 1). As shown in Photograph 2, features of the proposed project that would be visible from this viewpoint include the new clubhouse, Hollister Avenue improvements, and undergrounding of power lines. However, the new clubhouse would include scenic features such as glass, turf walls, and a turf roof, which would complement the surrounding scenery; the proposed Hollister Avenue improvements would not result in substantial changes to the visual landscape; and the undergrounding of power lines would remove visual clutter and improve overall views of the Sandpiper Golf Course and clubhouse (Photograph 2). Additionally, visual impacts of the proposed Modification request to allow parking within the front yard setback would be substantially similar to the existing conditions shown in Photograph 1. Therefore, the proposed project would not result in a substantial adverse effect on scenic vistas of the Goleta shoreline or Pacific Ocean visible from this portion of the Hollister Avenue scenic corridor.

Summary of Impacts

As discussed in the above subsections and shown in Figure 4.1-6 through Figure 4.1-11, the proposed changes to existing visual conditions would remove visual clutter and overall would not obstruct existing scenic views, substantially change existing visual conditions associated with the golf course, or result in new structures that are incompatible with existing conditions. Therefore, project operations would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 2:	Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact AES-2 The project site is located approximately 430 feet from United States Route 101, which is eligible for designation as a state scenic highway throughout Goleta. The proposed project would not impact scenic resources within a State scenic highway. There would be no impact.

U.S. 101 is eligible for designation as a State Scenic Highway throughout Goleta, but is not officially designated as a State Scenic Highway in the vicinity of the project site. The project site is approximately 430 feet south of U.S. 101. Buildings, topography, and vegetation obscure views of the project site and existing on-site development from vehicles travelling along U.S. 101. Therefore, there would be no impact on scenic resources within an eligible State Scenic Highway.

Mitigation Measures

No mitigation measures are required.

Threshold 3:	Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Impact AES-3 The proposed project would be consistent with applicable zoning and other regulations that govern scenic quality, including the California Coastal Act, Goleta Zoning Code, and City of Goleta's General Plan/Coastal Land Use Plan. Impacts would be Class III, *less than significant*.

Pursuant to Public Resources Code Section 21071, the City of Goleta is in an urbanized area because Goleta and the contiguous city of Santa Barbara have a combined population of at least 100,000 people. Given that the proposed project would facilitate redevelopment in an urbanized area, the impact discussion of visual character and views is focused on consistency with applicable zoning and other regulations governing scenic quality.

The proposed project would involve the redevelopment of the Sandpiper Golf Club, including the construction of a new clubhouse, comfort station, and maintenance yard; restoration and adaptive reuse of the Barnsdall Rio Grande Gas Station into the Rio Grande Coffee shop; recontouring the existing 18-hole golf course; improvements to Hollister Avenue; coastal access improvements; and landscaping with native vegetation throughout the project site. The following subsections describe the proposed project's consistency with applicable zoning and other regulations that govern scenic quality.

City of Goleta General Plan/Coastal Land Use Plan

The proposed project would be consistent with the City of Goleta's General Plan/Coastal Land Use Plan. For example, the proposed project would be consistent with Policies VH 1.1, Scenic Resources; VH 1.2, Scenic Resources Map; VH 1.3, Protection of Ocean and Island Views; VH 1.4, Protection of Mountain and Foothill Views; VH 1.5, Protection of Open Space Views; VH 1.6, Preservation of Natural Landforms; and VH 1.8, Private Views; as the proposed project would maintain or improve both public and private scenic views from or through the project site of the Santa Ynez Mountains, Goleta shoreline, Pacific Ocean, and Ellwood Mesa Open Space and Sperling Preserve. The proposed project would be consistent with Policies VH 2.1, Designated Scenic Corridors; VH 2.2, Preservation of Scenic Corridors; VH 2.3, Development Projects Along Scenic Corridors; VH 2.4, Public Improvements; and VH 2.5, Linkages between Scenic Areas; as the proposed project would maintain or improve scenic views from the locally designated Hollister Avenue scenic corridor. The proposed project would be consistent with Policies VH 3.3, Site Design; VH 3.4, Building Design; VH 3.5, Pedestrian-Oriented Design; VH 4.9, Landscape Design; VH 4.10, Streetscape and Frontage Design; VH 4.11, Parking Lots; VH 4.12, Lighting; VH 4.14, Utilities; and VH 4.16, Green Building; as the proposed project would include visually appealing and unintrusive design, green building practices, and appropriate landscaping in all proposed improvements, including the clubhouse, comfort station, maintenance yard, Rio Grande Coffee Shop, golf course layout, associated parking lots, Hollister Avenue improvements, and coastal access improvements. The proposed project would be consistent with Policy VH 4.15, Site-Specific Visual Assessments, as visual simulations were used to evaluate the effects of the proposed redevelopment and impacts on scenic views (refer to Impact AES-1). The

proposed project would be consistent with Policy VH 5.5, Alterations to Historic Resources, and Policy VH 5.7, New Construction, as the proposed restoration and adaptive reuse of the Barnsdall Rio Grande Gas Station would meet the Secretary of the Interior's Standards for Rehabilitation and the Rio Grande Coffee Shop would be aesthetically compatible with the existing historic building (refer to Impact CUL-1 in Section 4.4, *Cultural Resources*, Subsection 4.4.3, *Impact Analysis*). Refer to Impact LU-2 in Section 4.10, *Land Use and Planning*, Subsection 4.10.3, *Impact Analysis*, for a full analysis of the proposed project's consistency with applicable General Plan/Coastal Land Use Plan policies.

Goleta Zoning Code

The project site is zoned as Open Space/Active Recreation. As identified in Section 17.12.020 of the City's Zoning Code, allowed uses within this zone include community gardens, government buildings, park and recreation facilities, passive open space, and outdoor recreation (with a Conditional Use Permit). As the proposed redevelopment of the project site would consist of outdoor recreational facilities with associated recreational and support structures, and the project applicant would be required to obtain a Conditional Use Permit (as discussed in Section 2, *Project Description*, Subsection 2.9, *Required Approvals*), the proposed project would thus be permitted in the Open Space/Active Recreation zone. The proposed project would be required to comply with development regulations pursuant to Section 17.12.030 of the City's Zoning Code. As discussed in detail under Impact LU-2 in Section 4.10, *Land Use and Planning*, the proposed project would meet the development standards, including maximum lot coverage, maximum building height,[3] and parking, of the Open Space/Active Recreation zone. Additionally, the proposed project would include a Modification request to allow parking within the front yard setback; as discussed under Impact AES-1, this proposed Modification would be substantially similar to existing conditions. The proposed maximum height adjustment to 29 feet would be similar to existing conditions (under which the clubhouse has a height of 28 feet 6 inches) and visual impacts would be minimized due to the presence of existing mature vegetation surrounding the clubhouse.

California Coastal Act

The project site is located in the Coastal Zone. Section 30251 of the California Coastal Act requires that development projects in the Coastal Zone protect scenic and visual qualities, including views of the ocean and scenic coastal areas. Views of the Pacific Ocean through the project site are currently visible from public locations such as Santa Barbara Shores Park, Hollister Avenue, and the western-most portion of Cathedral Oaks Road. As shown in Figure 4.1-6, the proposed project would not obstruct views of the Pacific Ocean from Santa Barbara Shores Park, as no structures would be visible from Santa Barbara Shores Park. In addition, the recontoured golf course would be similar to existing conditions, with the addition of more native plants as landscaping. As shown in Figure 4.1-7 through Figure 4.1-11, the proposed project would improve views of the Pacific Ocean from Hollister Avenue and Cathedral Oaks Road (including from pedestrian facilities along the roadways) due to the proposed undergrounding of power lines, which would provide clearer and unobstructed views of the Pacific Ocean and surrounding Goleta shoreline. Thus, the proposed project would protect scenic and visual qualities, including views of the ocean, thereby adhering to Section 30251 of the California Coastal Act.

[3] Following approval of the requested adjustment to allow the abovementioned portions of the clubhouse to exceed the 25-foot height limit, the proposed project would be consistent with the maximum building height requirement. Refer to Section 2.9, *Project Approvals*.

FAR Part 77

The project site is within the FAR Part 77 airspace surface for the Santa Barbara Airport (Santa Barbara County Association of Governments 2023). Height restrictions for development on the project site, as identified by FAR Part 77, range from 361 feet to 411 feet as stipulated in the Airport Land Use Plan for the Santa Barbara Airport (Santa Barbara County Association of Governments 2023). Proposed project improvements would have a maximum height of 33 feet and thus would not exceed the 361-foot threshold. Therefore, the proposed project would be consistent with regulations for FAR Part 77 airspace surfaces.

Summary

As discussed above, the proposed project would be consistent with applicable zoning and other regulations that govern scenic quality. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 4:	Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Impact AES-4 The proposed project would introduce on-site sources of light and glare; however, such sources would be consistent with City lighting regulations. Therefore, impacts involving light and glare would be Class III, *less than significant*.

Proposed project construction is not anticipated to occur during evening or nighttime hours in accordance with Section 17.39.070 of the City's Zoning Code, which limits construction activities from Monday to Friday, 7:00 a.m. to 4:00 p.m. Thus, the proposed project would not introduce new light sources to the project site during the construction time period. The proposed project would not include lighting to accommodate night play, as night play neither occurs under existing operational conditions nor is planned as part of the proposed project. Any new light sources would be related to the expanded clubhouse and parking lot areas and additional security lighting as needed. Consequently, the following discussion focuses on the proposed project's operational impact involving light and glare.

Light

The proposed project would introduce new sources of security lighting from the proposed parking lot at the Rio Grande Coffee Shop once operational. Light sources associated with the clubhouse, clubhouse parking lots, comfort station, and maintenance yard, as well as lighting of the cart paths, would be similar to existing conditions and used for security purposes. Proposed lighting at the clubhouse, Rio Grande Coffee shop, parking lots, and maintenance yard would consist of a combination of exterior path lights, bollard lights, down lights with tree straps, in-wall lights, under-step and handrail strip lights, and sign lighting at entries and directional signage. Exterior lighting would consist of downward, directed fixtures. Proposed path lighting associated with all proposed project structures would provide safety and security for guests and course personnel who enter or exit the property before dawn or after dusk. Proposed project lighting would be designed in accordance with City standards, including the City of Goleta's General Plan/Coastal Land Use Plan Policy 4.12, Lighting, which requires outdoor lighting fixtures to be designed, located, aimed

downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and sky glow (City of Goleta 2006). The proposed project's lighting plan is included within Appendix B, sheets L-2.1 through L-2.3; and photometric drawings are included within Appendix B, sheets EL-1 through EL-4.

Moving sources of light would come from the headlights of vehicles driving on roadways near the project site, such as Hollister Avenue, and entering or exiting the project site early in the morning and evening. While operation of the proposed project would involve vehicle travel, and thus potential light from vehicles, these lighting sources would be similar to existing conditions surrounding the project site, as residential and commercial vehicles are frequent in the area, given the site's proximity to the U.S. 101 and Hollister Avenue/Cathedral Oaks Road interchange.

As discussed above, the proposed project's light sources would be similar to existing conditions. New sources of light associated with the proposed parking lots and Rio Grande Coffee Shop would be directed downwards, and all project-related lighting would comply with City regulations that aim to prevent over-lighting and light trespass. Therefore, the proposed project would not create a new substantial source of light that could affect daytime or nighttime views.

Glare

The proposed project would introduce new sources of glare in the form of focused, intense light from sunlight reflecting on the glass surfaces of the clubhouse, comfort station, maintenance yard, and Rio Grande Coffee Shop, as well as from parked car windows within the new parking lots associated with the maintenance yard and Rio Grande Coffee Shop. However, the new clubhouse and comfort station would primarily feature turf elements, and the maintenance yard and Rio Grande Coffee Shop would be constructed with muted shades of stucco and tan, all of which would reduce substantial glare from the proposed buildings. Additionally, vegetative screening around the clubhouse and maintenance yard would reduce off-site impacts of glare from both the proposed structures and parked cars, and the comfort station would be located in the southeastern portion of the project site and would have limited potential to produce off-site glare impacts. Adjacent land uses include few glare-sensitive receptors (confined to single-family residences along Hollister Avenue, to the northeast), thus, the potential for glare-related impacts would be limited.

Summary

Overall, potential impacts associated with the creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area would be less than significant.

Mitigation Measures

No mitigation measures are required.

4.1.4 Cumulative Impacts

The geographic scope for cumulative impacts to aesthetics consists of Hollister Avenue, Ellwood Mesa Open Space and Sperling Preserve, and Santa Barbara Shores Park. This geographic scope is appropriate because changes in views from scenic viewpoints and potential lighting or glare associated with cumulative development in this area could collectively contribute to a cumulative impact in the proposed project's vicinity. Cumulative development includes foreseeable future projects from Table 3-1 in Section 3, *Environmental Setting*, within the geographic scope, including ground-level or subsurface infrastructure removal or improvements; vegetation thinning with

Ellwood Mesa Open Space and Sperling Preserve, construction of City of Goleta Fire Station 10, and trail improvements.

Cumulative development in the vicinity of the project site could obstruct scenic views or vistas experienced from public viewing areas, as well as result in the overall degradation of visual character. Cumulative development would mostly consist of ground-level improvements or infrastructure removal. However, the City of Goleta Fire Station 10 would occupy 11,600 square feet with a maximum roof height of 32 feet, and would be located directly across Hollister Avenue from the project site. As discussed in the Final Environmental Impact Report for City of Goleta Fire Station 10, development of the fire station would require tree removal and would alter views along Hollister Avenue (City of Goleta 2018). Cumulative projects, including the fire station, could change views along Hollister Avenue and potentially result in a significant cumulative impact on scenic views experienced from the Hollister Avenue scenic corridor. However, the proposed project would improve the quality of views experienced from Hollister Avenue and the overall visual character of the project site, as the proposed project would add vegetative screening by the maintenance yard, restore the aging Barnsdall Rio Grande Gas Station and add visually appealing landscaping, underground the existing power lines, and add native vegetation throughout the golf course. Therefore, the proposed project would not result in a considerable contribution to significant cumulative impacts to scenic vistas and visual character.

There are no officially designated State Scenic Highways in Goleta. Thus, there would be no cumulative impacts to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Cumulative development would contribute to an increase in light and glare throughout Goleta. However, future projects, including the proposed project, would be required to implement City lighting regulations, which would minimize the potential for skyglow or light trespass by requiring lighting fixtures to be designed, located, aimed downward or toward structures (if properly shielded), and retrofitted if feasible. Therefore, although several projects listed in Table 3-1 would occur in the near vicinity of the project site, implementation of City lighting regulations would ensure that cumulative impacts involving light and glare would be less than significant.

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