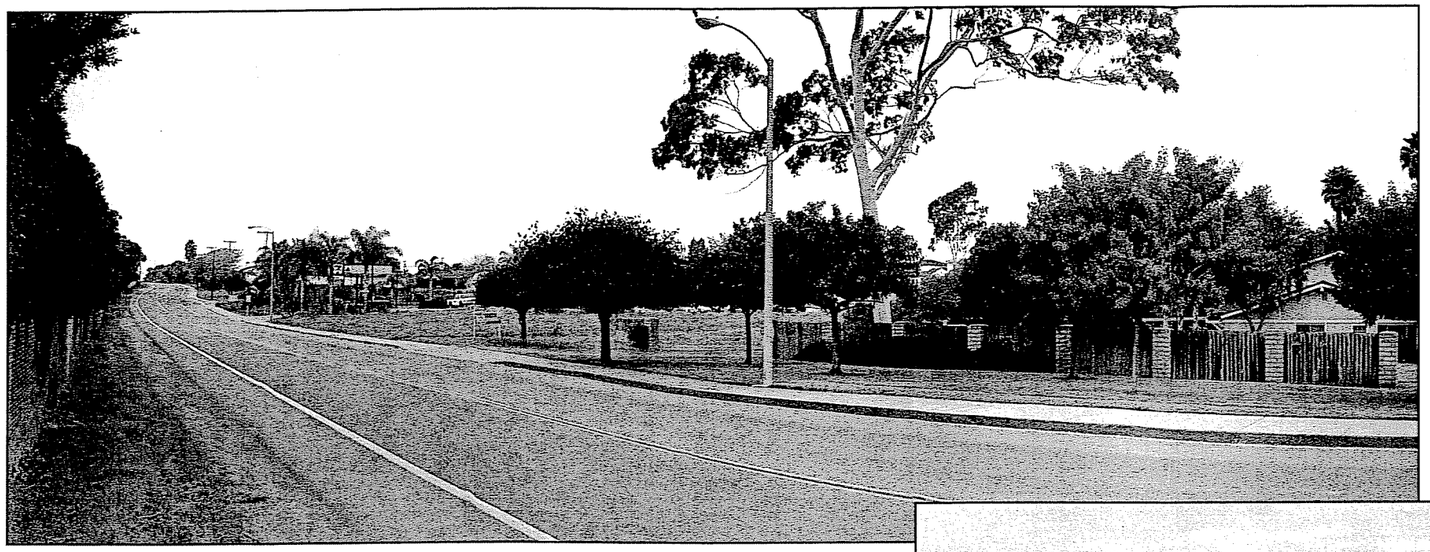
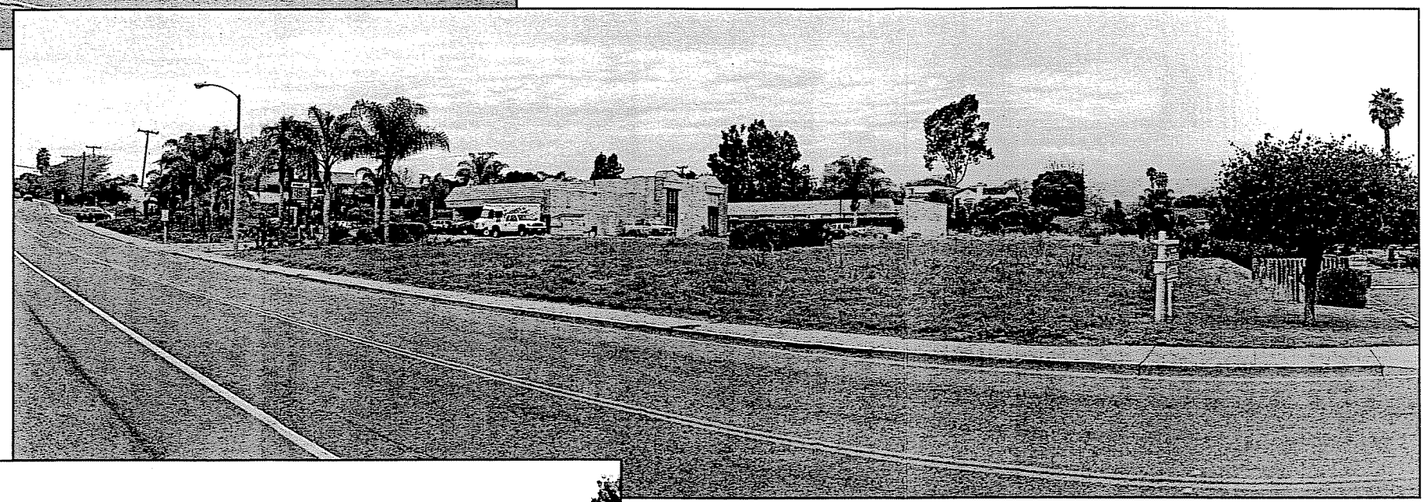
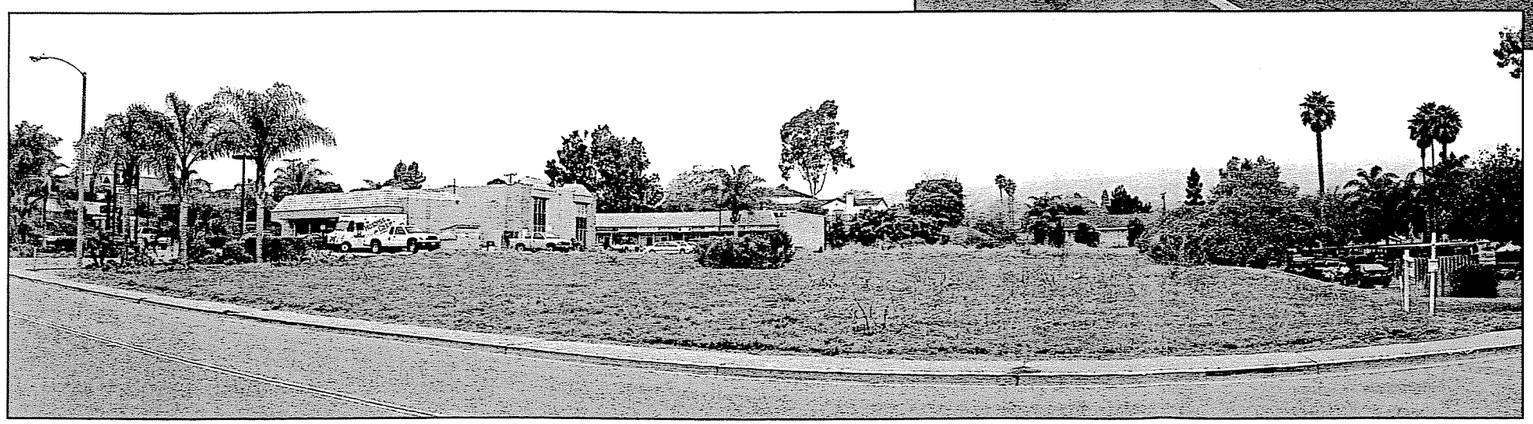


View A – The westerly view shown is taken from a point on Calle Real that is approximately 200 feet east of the southeastern corner of the project site. One of the multi-family structures located adjacent to the eastern side of the site is seen at the right. The Citgo gas station in the Padre Shopping Center can also be seen beyond the project site's frontage. Caltrans landscaping can be seen along the fence at the left. The Santa Ynez Mountains are not visible in the view.



View B – The northwesterly view shown is taken from Calle Real opposite the southeastern corner of the project site. The small skyline portion of the Santa Ynez Mountains can be seen at the right at a distance of 5.3 miles. The structure that abuts the rear of the 7-Eleven convenience store is two stories in height. Residential buildings of similar height would be located approximately ten feet forward of the low shrubs in the center front of the project site. They would briefly block views of the Santa Ynez Mountains for persons passing by the project site at Calle Real street level.



View C – The view shown is oriented north, a viewing angle that would be essentially perpendicular to the directions of travel for motorists driving past the front of the project site. The crest of the Santa Ynez Mountains that can be seen is 5.3 miles distant. The set back line for the side ends for the two closest proposed two-story residential structures (Buildings A and C) would pass left to right approximately ten feet in front of the low shrubs growing in the front central portion of the vacant site. The buildings would be of sufficient height to briefly block the distant skyline views of the Santa Ynez Mountains for motorists and other passersby.

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Views of the Project Site from Calle Real

FIGURE A-1

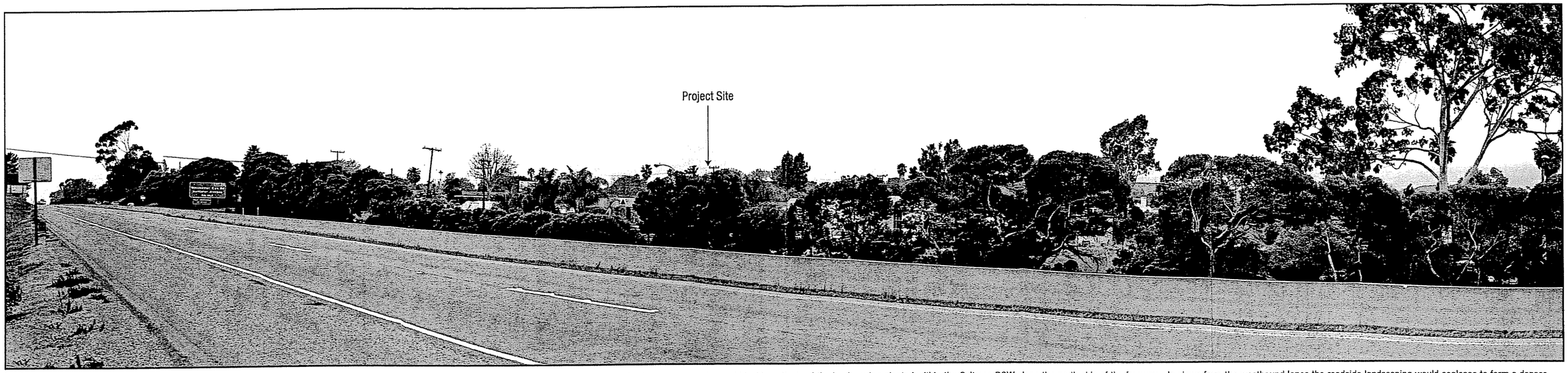
Site Visibility from the U.S. Highway 101

As it extends through the City, the U.S. Highway 101 is identified as an "eligible Scenic Highway-Not Officially Designated" by the State Scenic Highway System. However, for purposes of this analysis it is considered a local scenic corridor as described in the City's General Plan. For much of the length of the U.S. Highway 101 corridor, including locations immediately south of the project site, scenic view opportunities from the freeway, as identified by the City of Goleta are ones directed northerly toward the prominently higher elevations of the Santa Ynez Mountains and foothills. Due to the level nature of the coastal plain area traversed east and west by the freeway, the presence of development, mature landscaping, and also slight roadside cut slopes or rises in terrain long the freeway, scenic view opportunities are intermittently restricted. It is typically only from freeway overpasses at intervals along the freeway that more encompassing public views are possible. The Glen Annie/Storke Road overpass is a raised location from which public views of scenic proportions are possible in all directions and not just of those oriented toward the mountains. The overpass is located 4,000 feet east of the project site and does not offer westerly views in which the project site is visible.

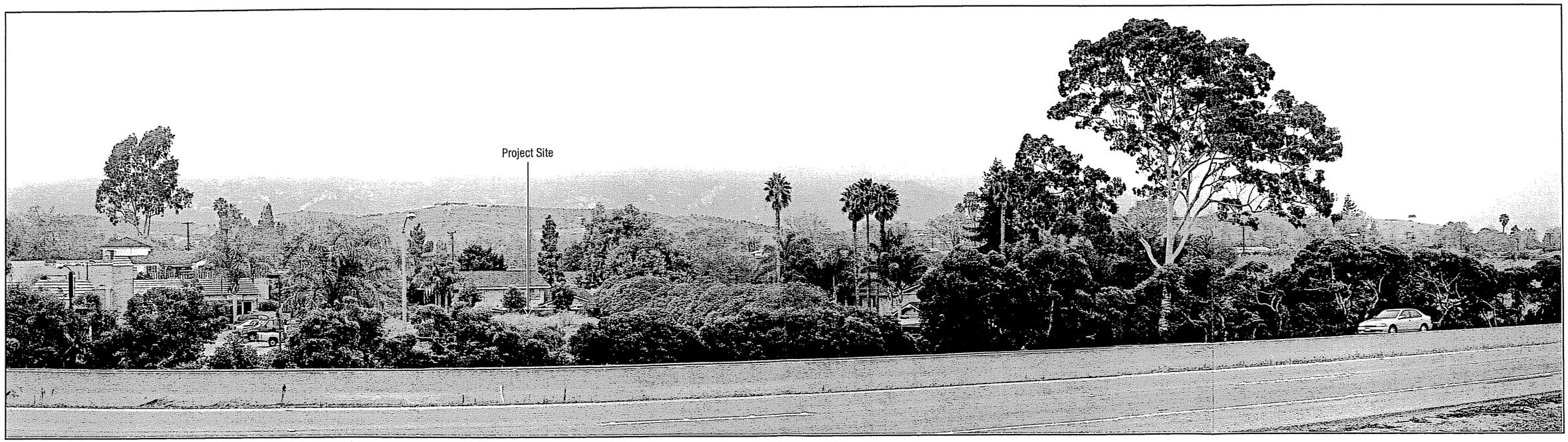
To accommodate the freeway's needs for safe, higher-speed travel its roadbed gradients are smoothed gradually over greater distances than is the case along Calle Real, for example. By comparison, as the freeway approaches the crest of the broad ridge/hill summit west of Elwood Station Road (150 feet west of the project site) the freeway's roadbed elevations are typically ten feet higher than the frontage elevations of Calle Real adjacent to the project site (approximate elevation 76-80 feet). The City has identified a location along the U.S. Highway 101 southeast of the project site as having northerly scenic views of the Santa Ynez mountains that it desires to protect (map of *Scenic and Visual Resources*, Figure 6.1, City of Goleta General Plan, October 2006).

Northerly-oriented photographic panoramas that overlook the freeway from south of the project site, and immediately west of the City-identified northerly scenic viewpoint location, illustrate that views are variously screened by mature roadside shrubs and trees planted within the Caltrans ROW (**Figures A-2** and **A-3**). From westbound lanes of the freeway the closer proximity of moving vehicles to the Caltrans landscaping tends to coalesce shrubs and trees into a more effective continuous visual barrier that largely blocks views that could otherwise overlook the project site from the elevated freeway (Figure A-2 View A).

When eastbound, motorists are farther removed from the Caltrans landscaping planted along the northern side of the freeway and gaps between shrubs and trees and low points are more conspicuous with the result the landscaping may make for a less continuous and effective visual screen. The increased distance from the landscaping allows eastbound motorists more favorable viewing angles over and between lower-growing shrubs. Short gaps between shrubs also allow very fleeting glimpses of limited

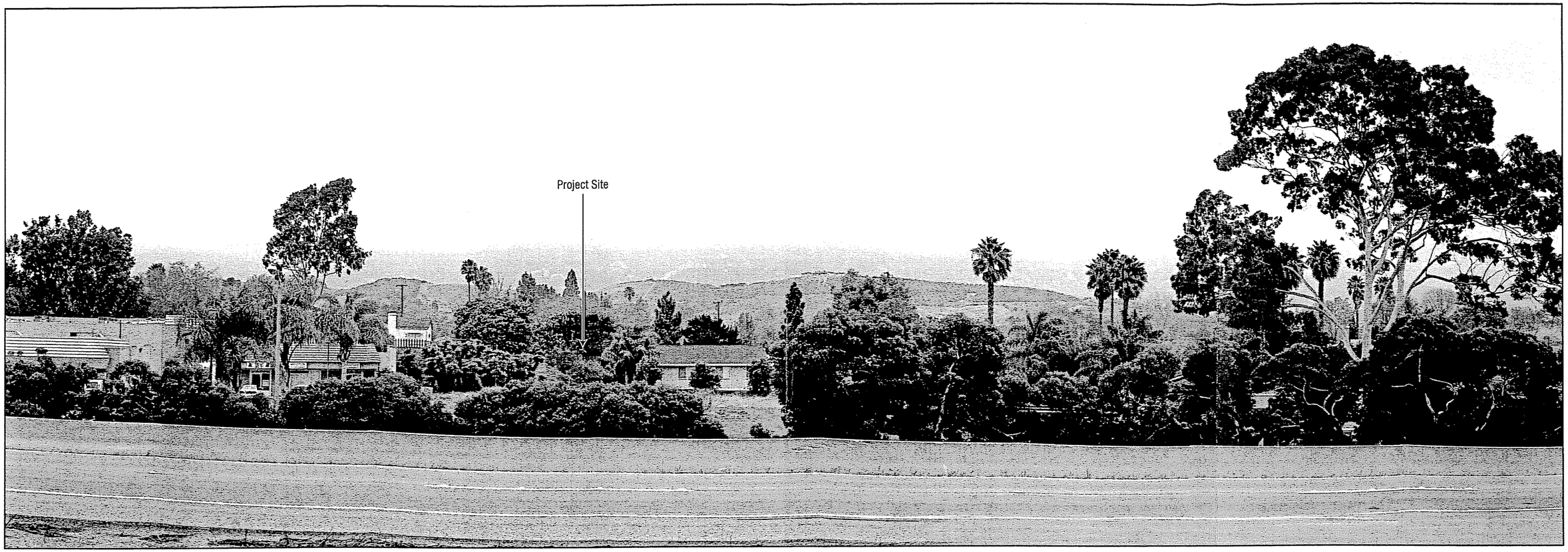


View A – The view shown, although taken from the south side of the 101 Freeway from a location 375 feet southeast of the project site, clearly illustrates the view screening and blocking effects of the landscaping planted within the Caltrans ROW along the north side of the freeway. In views from the westbound lanes the roadside landscaping would coalesce to form a denser visual screen to northerly views. The project site would scarcely be visible from speeding vehicles. In this location views of the mountains would also be effectively screened and blocked by the Caltrans landscaping.

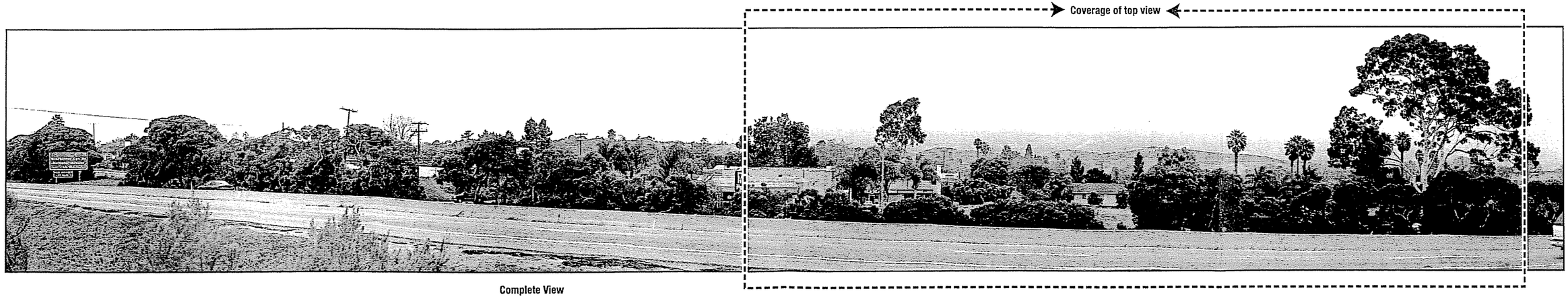


View B – The view shown is taken from a point approximately 200 feet southerly of the southwest corner of the project site from the eastbound side of the freeway. In the view fleeting glimpses of the parking lot of the Padre Shopping Center, immediately west of the project site, and small portions of the surface of the project site could be seen. Lower-growing and more widely spaced shrubs allow slightly more expansive northerly views across the project site. The view shown is nearly at a right angle to the direction of view and would not dominate a motorist's forward directed view. At typical 65 miles-per-hour freeway speeds the project site would be passed in 1.5 seconds.

Views of the Project Site from the 101 Freeway



Detail View – The photographic panorama depicted is one that could be seen from Union Pacific passenger trains. The view is from the easterly approach to the Elwood Station area where track elevations climb from 85 to 95 feet elevations. Typical passenger views would be from view heights 4-5 feet higher than the one depicted. If it were not for the overcast skies the limited skyline view of the Santa Ynez Mountains seen to the left would span the width of the panorama. The residential buildings on the project site would have heights similar to those of existing adjacent structures and therefore not block or interfere with views of the mountains.



Complete View

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Views of the Project Site from Union Pacific Passenger Trains

FIGURE A-3

portions of the rear of the project site and parking lot of the adjacent Padre Shopping Center (Figure A-2 View B). At a speed of 65 miles per hour the frontage of the project site would be by-passed on the freeway in 1.5 seconds.

Site Visibility from Union Pacific Passenger Trains

Just as the U.S. Highway 101 has roadbed elevations that are higher than those of the project site and its frontage viewing locations along Calle Real, the Union Pacific RR tracks maintain an easier gradient at a higher elevation south of the project site than does the freeway. The railroad track elevations passing through the Elwood Station area south of the project site range from 85-95 feet. Northerly views overlooking the project site from the Union Pacific ROW are similar to eastbound views seen from the freeway, but from slightly higher elevations (Figure A-3).

Existing Light and Glare Conditions

The site is vacant and does not contain point sources of light that would contribute to local prevailing levels of ambient light and glare.

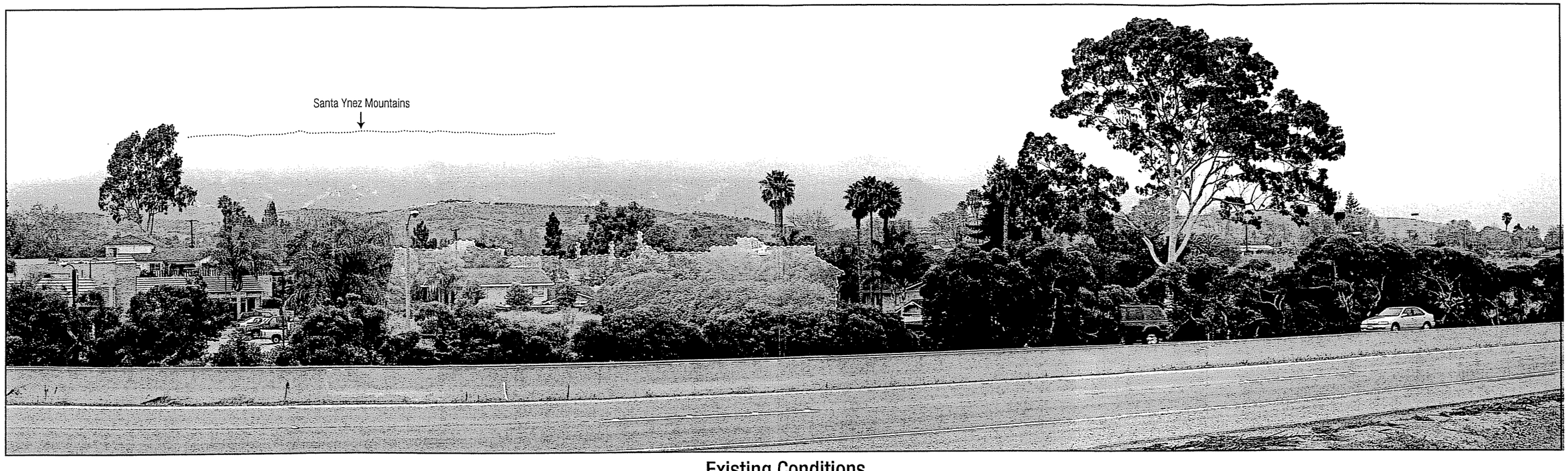
Thresholds of Significance

A significant aesthetic impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, the City's *Environmental Thresholds & Guidelines Manual* instructs the project evaluator to assess visual/aesthetic impacts through a two step process. First, the visual resources of the project site must be evaluated including the physical attributes of the site, its visual uniqueness, and its relative visibility from public viewing areas. Of particular concern are visibility from coastal and mountain areas, as well as its visibility from the urban fringe and travel corridors. Secondly, the potential impact of the project on visual resources located onsite and on views in the project vicinity which may be partially or wholly obstructed must be determined. This step includes an evaluation of the project's consistency with City and State policies on the protection of visual resources.

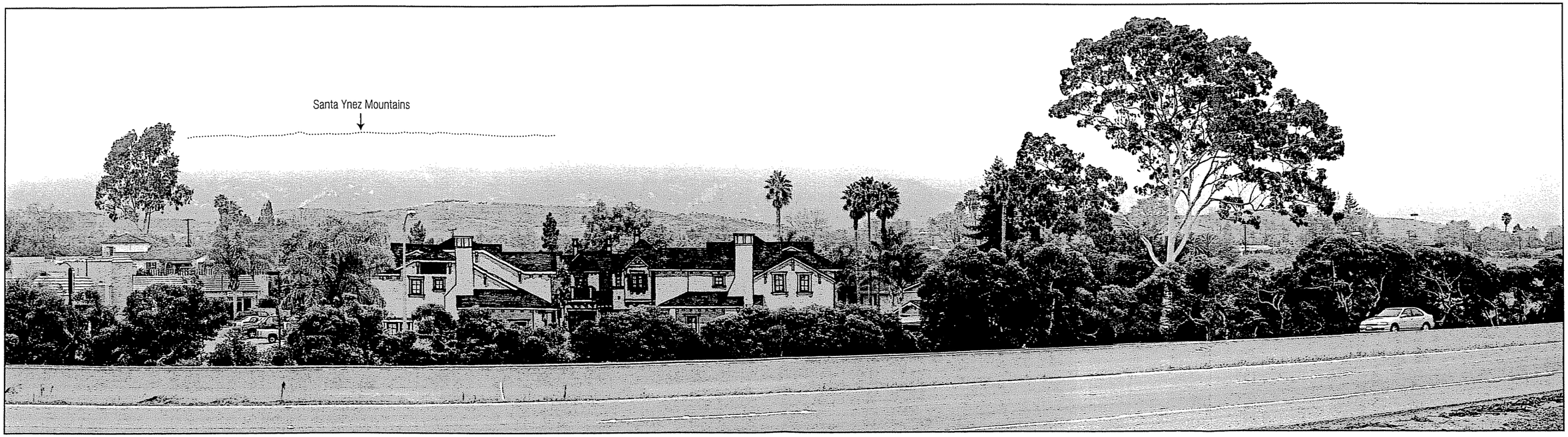
Project Specific Impacts

Scenic Vistas

A rendering of how the project may look from U.S. Highway 101 looking directly north is provided in **Figure A-4**. From foreground viewing locations that are situated closest to the site there may be a greater likelihood that project features would intrude into the lines-of-sight of viewers and interfere with or block the visibility of more distant scenic mountains. With increasing distance and change in elevation of the public viewpoints from the project site the potential for project site features to interfere with more distant scenic views diminishes.



Existing Conditions



Post Project

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Proposed Northerly View from Freeway

FIGURE A-4