SECTION 4.1

Aesthetics

4.1 AESTHETICS

This section describes and evaluates the Project's potential impacts to aesthetics and visual resources. These effects are evaluated based on analysis of photographs, site reconnaissance, application of regulatory requirements including the City's General Plan/Coastal Land Use Plan (GP/CLUP) policies, the findings of the GP/CLUP Final Supplemental EIR (2009) and other related and relevant data. Visual simulations were used to illustrate and analyze existing and post-build-out conditions from key vantage points as needed.

Data used for this section were obtained from various sources, and include site photographs taken by Envicom Corporation, previous environmental studies (e.g., certified EIRs prepared for the Project site, including the previously approved Villages at Los Carneros (2008)), and environmental data related to the Raytheon Specific Plan. Other data sources include architectural drawings and preliminary landscape plans provided by the applicant in 2012. Bibliographic entries for selected reference materials are provided in Chapter 9.0.

Wherever possible, quantifiable data such as pad elevations, building heights, and setbacks are used as baseline data. The assessment of architectural quality relies heavily on the input produced by several prior reviews of the Project design by the City and the extent to which those inputs have been acted upon. Data from other sections of the EIR – most notably Sections 4.5 (Geology) and 4.3 (Biological Resources) – are drawn upon to provide accurate descriptions of area topography and any natural scenic resources located on or abutting the Project site. The Project Description (EIR Chapter 2) is referenced and, as that Chapter provides both illustrations and textual descriptions of the proposed Project, the reader will be referred to that section for additional, detailed information and figures relevant to the discussion and analysis that follows.

In 2008 the City approved a smaller version of the Village at Los Carneros project. Many elements of that original project were incorporated into the Project of the same name now under consideration and the subject of this EIR. In addition, the "Project" as defined herein includes minor revisions to already developed components of the Raytheon Specific Plan project area, for which reason impacts associated with that existing development are also identified in this section of the EIR. The terms "residential Project" or "residential site" are understood to refer to the new proposed development of the Village at Los Carneros.

No comment letters related to aesthetics and visual resources were received during the scoping period of the EIR nor were any comments received at the scoping meeting.

Guiding Principles

According to the Visual and Historic Resources Element of the City's General Plan, aesthetic values help to establish a community's identity, sense of place and quality of life. Known for the beauty of its open spaces, foothills and ocean and mountain views, the Goleta Valley offers a visually attractive setting and its preservation is of significant concern to residents.

During the 20th century, Goleta transitioned from an agricultural area to a suburban community. It largely avoided the suburban sprawl that characterizes so many similarly situated southern California suburbs and retained its unique character by maintaining relatively low residential densities and a low building profile. As the GP/CLUP notes, open spaces and broad vistas continue to provide a connection to the natural environment and are therefore valued and protected for the public's enjoyment and to maintain the community's character.

The assessment of aesthetics is often subjective. To avoid the intrusion of bias, this assessment relies heavily on the City's GP/CLUP Visual and Historic Resources Element. With respect to the analysis of new development three key issues surface, based on the Guiding Principles articulated in this Element:

(1) New development should be designed to preserve and protect important scenic resources including view corridors as designated in the General Plan and specifically, protected views from designated vantage points;
(2) The architectural design of new development should reflect quality, concern for the Project's ability to fit into the surrounding area, and where appropriate, the Project's ability to strengthen the character of the community; and
(3) Landscape should be used appropriately to reduce the visual impact of development.

4.1.1 Environmental Setting

General Setting and Standards for Evaluation

The 67-acre Project site includes approximately 46.13 acres of vacant undeveloped property located within the City's Central Hollister Residential Development Area. Approximately 20 acres of developed business park area, constructed pursuant to the original Raytheon Specific Plan, is also a part of the site. The entire Project area was originally planned and zoned by the County for the purpose of developing approximately 700,000 square feet of light industrial, office, and commercial uses pursuant to the adopted Raytheon Specific Plan.

As noted in the Project Description, the City incorporated in 2002 and, as the City moved toward the completion of its first General Plan, the Central Hollister Area was identified as one of the few places in the City with large, contiguous vacant parcels located in proximity to jobs and transit. It was, therefore, identified an ideal location for new medium density housing (both rental and ownership) that could be integrated with existing and proposed business park and commercial development. This mix of jobs, services, and housing is consistent with regional transportation planning, evolving air quality rules, and both the City's and the region's overall interest in sustainability. The Central Hollister area was also seen as the potential location for affordable housing for both low- and moderate-income households. With these considerations in mind, the City re-designated a number of non-residential parcels in the Central Hollister Area to medium density residential use and rezoned these parcels to allow a density of up to 20 – 25 dwelling units per acre, sufficient to encourage the production of attractive new housing, including affordable housing, and intended to create a new residential neighborhood called the *Central Hollister Residential Area*.

The recession slowed development of the Central Hollister Residential Area and allowed the retention of large vacant parcels along portions of Los Carneros Road, Hollister Avenue, and adjacent to U.S. 101 and the UPRR transportation corridor. These undeveloped properties at present provide wide view corridors north to the Santa Ynez Mountains and 360-degree views from two elevated freeway crossings, one of which (i.e., Los Carneros Road) is proximate to the Project site. Development of the Central Hollister Residential Area pursuant to the GP/CLUP necessarily involves the partial loss or compromise of these broad vistas. The impacts associated with the development of both the general Central Hollister Residential Area and specific locations within it was analyzed in the FEIR certified for the GP/CLUP. For this reason, the GP/CLUP FEIR Aesthetics Section and its findings is incorporated by reference into this EIR analysis.

Project Site

The 67-acre Project site includes Lots 1 through 8 of Tract No. 14,500 (i.e., all of the properties originally a part of the Raytheon Specific Plan). Approximately 43.13 acres, consisting of contiguous Lots 2, 4, 5, 6, and 7 of Tract 14,500, is the proposed location of Component 1 of the Project: the Village at Los Carneros residential development. This EIR refers to this component as the residential Project site. These lots contain vacant and undeveloped land that has been subject to extensive prior disturbance by historic agricultural cultivation along its western margin, grading activities associated with adjacent development (Lots 1 and 3), the construction of drainage improvements associated with both adjacent business park uses and flood control improvements associated with Tecolotito Creek, and grading associated with the construction of both the U.S. 101 freeway and Los Carneros overpass and the current alignment of Los Carneros Road. Large portions of this Component of the Project site have been cleared of native vegetation, surface soils have been excavated and recompacted on Lot 2, and dirt has been stockpiled on Lots 5 and 7. While the site itself is generally flat, these stockpiles have created a some topographic relief with crown elevations of approximately 47 feet above mean sea level (amsl) and toe of slope at approximately 32 feet above mean sea level (amsl).

Apart from the above referenced stockpiles, and perimeter slopes, the Project site exhibits limited topographic variation and contains no natural slopes, rock outcrops, or other geological formations. Its most distinctive topographic features are the 60-foot wide Tecolotito Creek, which is classified as an Environmentally Sensitive Habitat Area (ESHA) by the General Plan, and a nearby unnamed tributary drainage, a remnant of one of the many small drainages, rills, and gullies that historically crossed the site, that meets the City's one-parameter wetland criteria for an ESHA. Tecolotito Creek is an improved drainage containing freshwater marsh habitat within the creek bed and riparian habitat on its steep, 15-plus-foot high banks. These habitats were created by the SBCFCWCD following realignment of the creek to a location that traverses ~~with an associated restored riparian corridor that is located in~~ the western-most portion of the site. The ~~County Flood Control and Water Conservation District~~ SBCFCWCD maintains jurisdiction over the creek and an additional 50-foot wide easement for flood control purposes. ~~and maintains a~~ A 12-foot wide dirt road through the ~~Creek's riparian corridor~~ 50-foot flood plain easement at the top of the east bank and is maintained by the SBCFCWCD to permit access for on-going flood control maintenance activities. Remaining undeveloped area that comprises the residential site contains minor improvements such as drainage culverts and ditches, manufactured slopes on the north and east perimeters, and a concrete pad-mounted electrical transformer. None of these artificial features would be characterized as visual resources, although landscape setbacks along Los Carneros Road associated with the development of Lots 1 and 3 provide an important streetscape element protected by the conditions of approval imposed on that initial development. An aerial view of the Project site and surroundings is provided in **Figure 4.1-1** (Aerial View of Project Area and View Locations Map)**,** which also serves as a key map indicating the locations from which photographs were taken to illustrate views that are discussed in this section. Existing on-site conditions at ground level are depicted in **Figure 4.1-2,** photos 2A through 2C (Existing Site Conditions**)**.

With the exception of non-contiguous Lot 8, which is included in the Project Description only because it is a part of the original Raytheon Specific Plan and associated tract map, the Project site slopes to the southwest at a gradient that varies between two and ten percent. The prevailing elevation of the Project site at the north property line, south of the slope that supports the UPRR tracks is approximately 30 to 32 feet amsl. Steeper cut and fill slopes constructed to support adjacent street improvements define the east and south site boundaries. The UPRR

Source: GoogleEarth Pro, 2012.

VILLAGE AT LOS CARNEROS PROJECT

ENVICOM CORPORATION

Aerial View of Project Area and View Locations Map

FEET 0 175 350

FIGURE 4.1-1

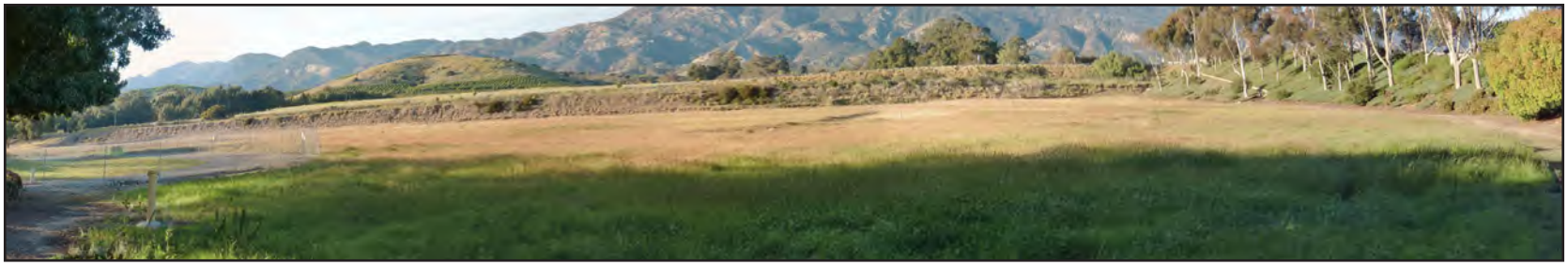

Photo 2A - View from the southeast corner of the site looking north-northwest, overlooking the northeast vacant Lots 2 and 4. North boundary UPRR and US Highway 101 slopes are visible, as is the landscaped east slope ascending to the Los Carneros Road overpass.

Photo 2B - View from the southwest corner of the site looking north-northeast, overlooking vacant Lots 6 and 7. The building on Lot 3 (center) is visible, as are the eucalyptus windrow along the north boundary railroad right-of-way (left) and the landscaped buffer leading to Los Carneros Road to the south.

Photo 2C - View from the middle of the north boundary looking south-southwest over vacant Lot 5. Shown in this photo are the soil stockpiling (center), the building on Lot 3 (left), and the north boundary slope to the UPRR right-of-way (right). The eucalyptus windrow can also be seen in this photo (right).

right-of-way north of the Project site has a top of slope elevation of 51 feet amsl, or approximately 19 to 20 feet above prevailing north property elevation.

Vegetation throughout the majority of the residential Project consists primarily of non-native grasses and forbs that are characteristic of areas subject to historic and ongoing soil disturbance. Other non-native vegetation includes ornamental landscaping along the east site boundary (e.g. the easterly slope leading to Los Carneros Road) and a tall windrow of eucalyptus trees that borders the westerly portion of the northern property line. On-site native vegetation is limited to the restored Tecolotito Creek riparian corridor and a small amount of coastal scrub vegetation containing individual native trees located east of Tecolotito Creek on Lots 6 and 7.

As noted, Tecolotito Creek traverses ~~is located along~~ through the western edge of Lots 6 and 7. An unnamed ephemeral tributary to Tecolotito Creek, located on Lot 7, traverses the northwest corner of the Project site. The confluence of the unnamed tributary and Tecolotito Creek is approximately 350 ft. northwest of the ~~site~~ boundary between Lots 6 and 7. Other drainage features within the Project site are man-made and include a graded drainage channel located along the boundary between Lots 6 and 7 and a graded 1200-sq-ft. depression originally intended to serve as a detention basin on Lot 6 (refer to Section 4.3, *Biological Resources,* for additional description of onsite vegetative habitats and drainages). Tecolotito Creek and its associated habitats ~~riparian vegetation~~ is the only feature present on the residential site that has natural visual character and appeal.

Immediately south of, and contiguous to, the Village at Los Carneros residential site are Lots 1 and 3 of Tract 14,500, which cover appropriately 20 acres and are fully developed with business park uses, associated surface parking, and landscaping. Amgen Medical currently occupies the two existing office buildings. The building on Lot 1 has a footprint of approximately 1.5 acres and the building on Lot 3 has a footprint of approximately 2.5 acres. Combined building coverage is approximately 22 percent. The two buildings are approximately 35-feet in height above the prevailing grade. The frontages of these developed lots extend approximately 1,460-feet along Los Carneros Road from Calle Koral to west of Cremona Drive and are distinguished by a succession of three 200-foot wide surface parking lots surrounded by landscaping and 50-foot wide parkway berms along Los Carneros Road, with sidewalks that meander between mature street trees incorporated into the landscape. These office buildings are set back approximately 350-feet (Lot 3) and 265-feet (Lot 1), from Los Carneros Road. The visual character of these buildings is illustrated in **Figure 4.1-3a,** photo 3A (Lots 1 and 3).

Lot 8 is a vacant, undeveloped parcel located on the south side of Los Carneros Road. Pursuant to the Raytheon Specific Plan, the City's General Plan designates the site for commercial use.

Surrounding Area Character and Quality

The Project site is surrounded on all sides by urban development, transportation routes, and infrastructure that ~~afford~~ allow distant views of the Santa Ynez Mountains. The 43.13-acre residential site provides relatively expansive views from the vacant parcels themselves, but these expansive views are largely blocked from Los Carneros Road by the business park development immediately to the south on Lots 1 and 3.

Modern office buildings and business parks that are developed with buildings having large-scale footprints and significant building massing establish the existing visual character and quality of

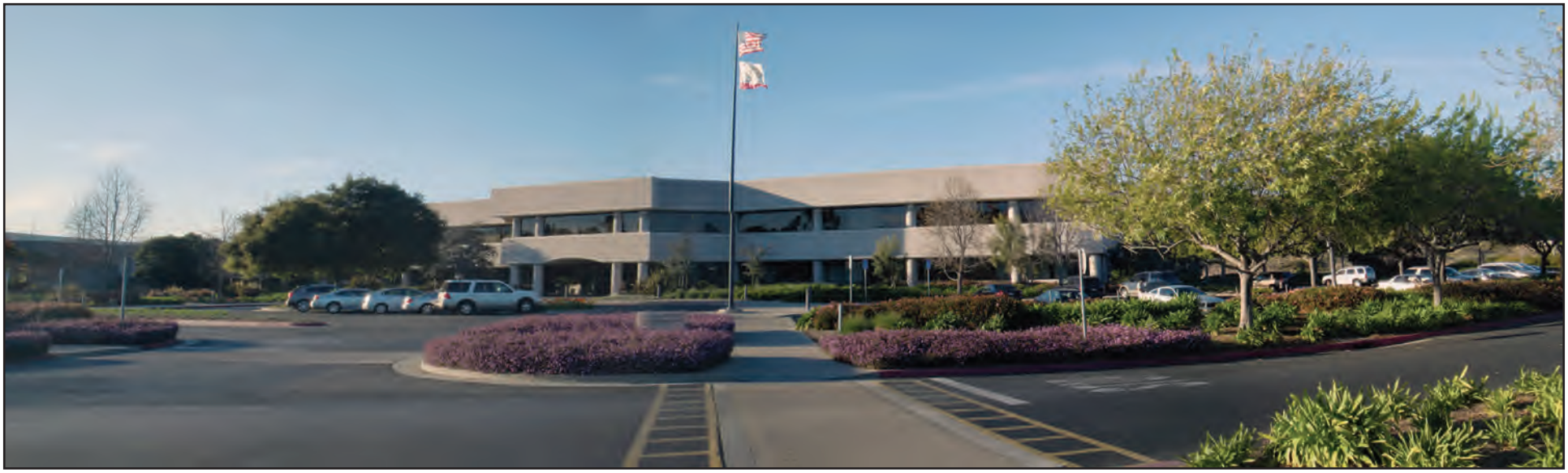

Photo 3A - South: View of the buildings on Lot 1 and 3 from south of the buildings looking north. These buildings face Los Carneros Road and back up to the project site.

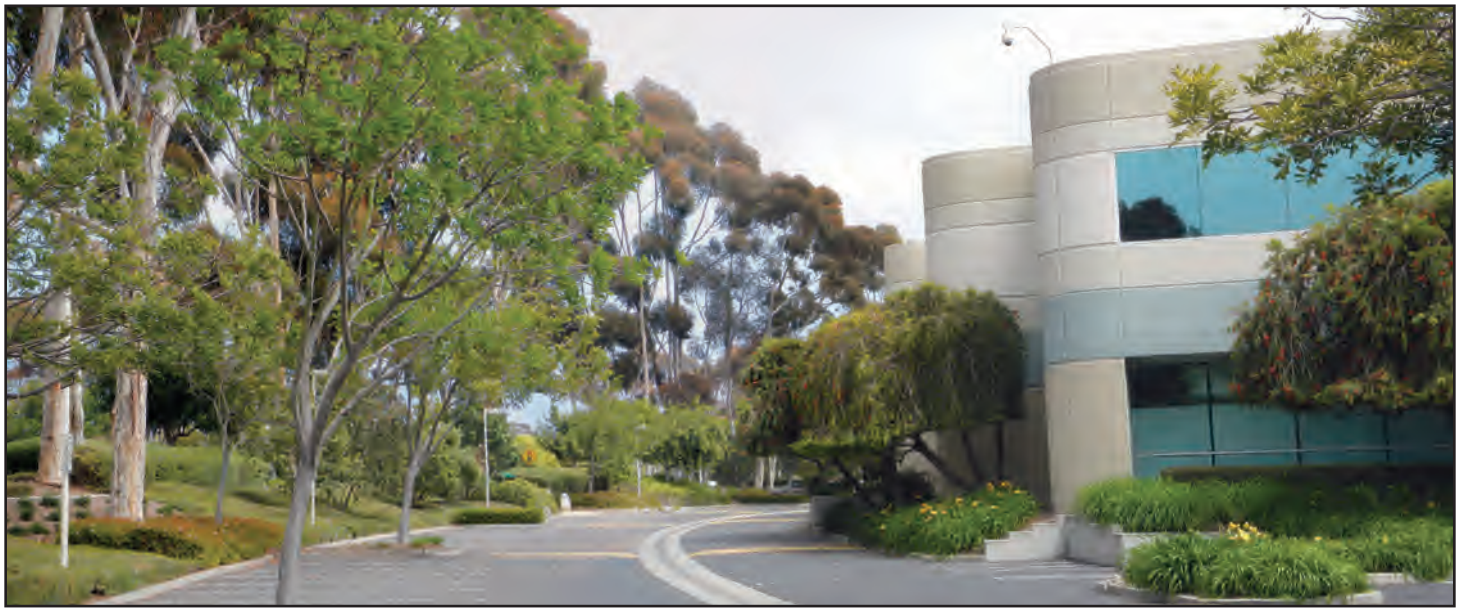

Photo 3B - South: View of the character of the University Business Center along the south boundary of Los Carneros Road near the southwest corner looking northeast. This photo shows the closest building, driveway, parking area, and landscaping along the border with Los Carneros Road.

Surrounding Area Character and Quality (North and South)

the area in the immediate vicinity of the Project site; the urban character of the surrounding area is further emphasized by the UPRR/U.S. Highway 101 transportation corridor abutting the entire length of the site to the north. The nearest residential development is Willow Springs, which is located east of the site at the end of Calle Koral. The Santa Barbara Municipal Airport and its associated aviation-related buildings and businesses is located approximately 0.7 mile southeast of the Project site and the University of California at Santa Barbara campus is located approximately 1.4 miles south of the Project site on a coastal bluff between the Pacific Ocean and Goleta Slough. Surrounding land uses are described in more detail below and are depicted in **Figures 4.1-3a and b,** photos 3b through 3d (Surrounding Area Character and Quality South, East/Southeast, and West).

North: U.S. Highway 101 and UPRR Transportation Corridor and the Central Resources Sub-Area

Immediately north of the site is the heavily traveled east/west transportation corridor ~~of~~ containing the UPRR and U.S. Highway 101 rights-of-way ~~(ROW)~~, which together are approximately 250 to 670 feet in width (including the Los Carneros Road on- and off-ramps).

North of U.S. Highway 101 is the Central Resources Area, a sub-planning area identified in the City's GP/CLUP. The Central Resources Area extends north to Cathedral Oaks Road, which runs along the base Santa Ynez Mountains foothills. For the most part the Central Resource Area is undeveloped and includes agricultural land uses and open space containing natural resources. The two major features of this area are the Bishop Ranch, which supports agricultural production, and the Los Carneros Lake County Park. There is limited visual connectivity between the Central Resources Area and the Project site due to the combination of relatively flat terrain on both sides of the intervening U.S. Highway 101 and UPRR transportation corridor and a windrow of mature eucalyptus trees that lines the western half of the site's northern boundary along the UPRR right-of-way. These trees are densely planted and have connecting canopies that block any visual connection between the north and south sides of the ~~101/~~ UPRR/U.S. 101 corridor. Views of the site from the UPRR/U.S. 101 corridor are shown in **Figure 4.1-4,** photos 4a and 4b (Views from U.S. Highway 101).

The Northwest Residential Area, located north of U.S. Highway 101 and west of Glen Annie Road is ~~located~~ approximately 0.6 mile northwest of the Project site. The Northeast Residential Area is situated approximately 0.6 mile northeast of the Project site. While intermittent distant coastal plain views are available from elevated private viewpoints in these areas, readily identifiable views of the Project site are not a part of the viewshed.

South: Los Carneros Road and University Business Center:

Los Carneros Road is a four-lane major arterial that defines the south and east boundaries of the Project site. The top of pavement elevation ranges from 71 feet amsl at the site's northeast property line near the overpass (or approximately 35 feet above the Project site's prevailing grade) to 23 feet amsl at the Project site's southwest property line (or approximately 5 feet above the site's prevailing grade). The total right-of-way is approximately 100 feet in width and includes an 80-foot wide paved street section, sidewalks and landscaped parkway area on both sides of the street.

The University Business Center (also referred to as "the Center") is located south of Los Carneros Road, opposite Lot 6 of the residential site and the existing office buildings on Lots 1 and 3. The University Business Center provides office space in six main buildings that range in

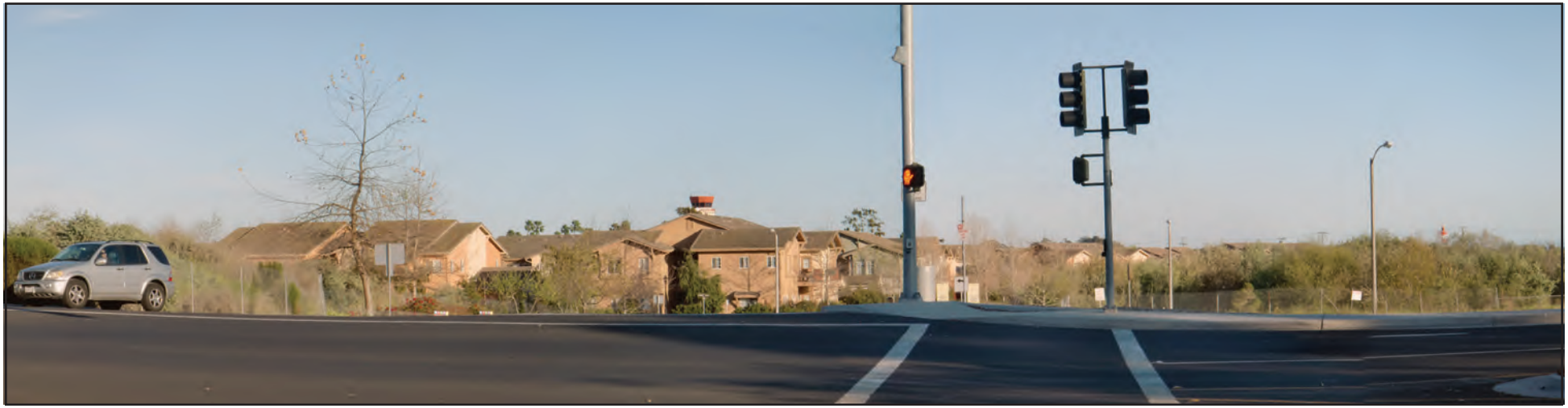

Photo 3C - East/Southeast: View of Willow Springs I multi-family development from the intersection of Los Carneros Road and Calle Koral looking east. The closest buildings to the project site) are setback approximately 370 feet from the Los Carneros Road. A portion of Willow Spring North property containing a large gently sloping soil stockpile is visible.

Photo 3D - West: View along the west boundary at the terminus of Cortona Drive within the Castilian Technology Center looking south. This photo provides a sample of the character of the office and light industrial buildings within the Center that are directly opposite the project site's west boundary.

Surrounding Area Character and Quality (East/Southeast and West)

Photo 4A: Site Views from U.S. Highway 101 corridor and view-blocking features of the terrain, and vegetation including the windrow of eucalyptus trees as seen from southbound slow lane.

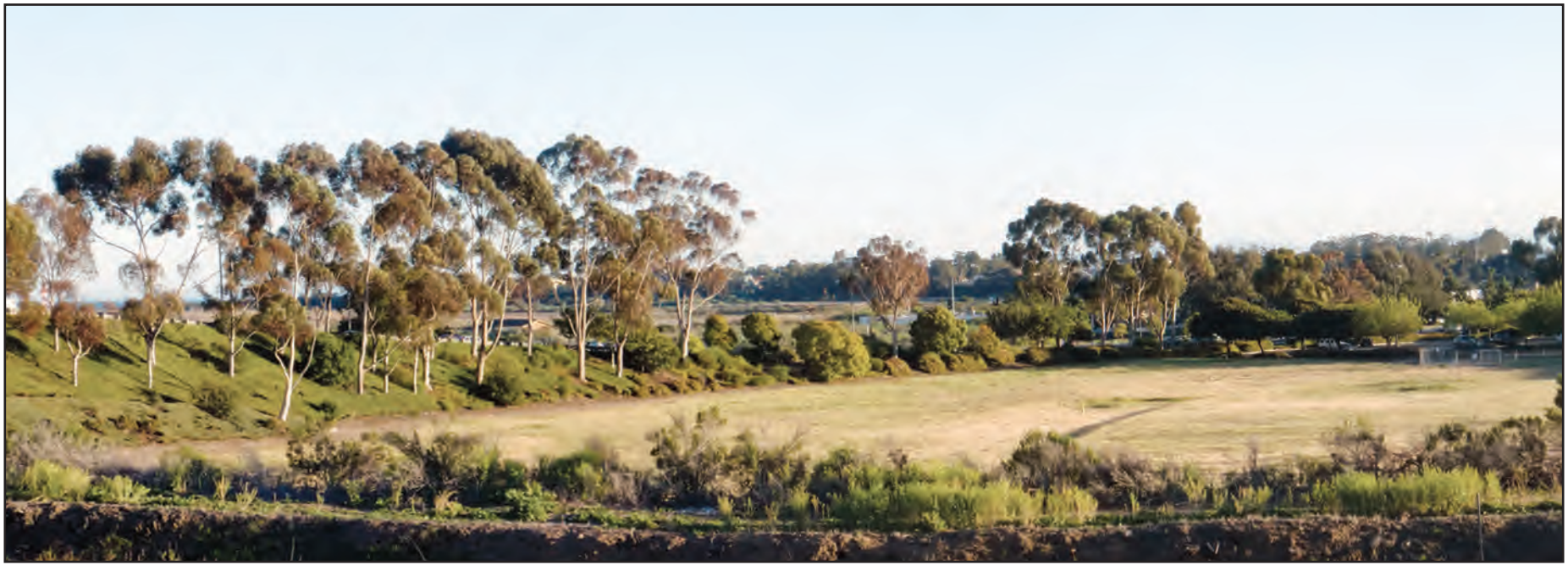

Photo 4B - View from U.S. Highway 101 southbound Los Carneros Road off-ramp looking east-southeast. The eastern portion of the site comes into visibility once vehicles pass the windrow of eucalyptus trees. Shown in this photo are the middle-distance views of the coastal plain (including the Santa Barbara Airport) and a distant view of the Santa Barbara Channel just beyond the Goleta Slough.

Views from U.S. Highway 101

height from 25 to 35 feet. The Center is bisected by Cremona Drive, which forms a 4-way intersection with Los Carneros Road and extends north, providing access to the parking lot of the Amgen Medical building on Lot 3. Access to the University Business Center's internal driveways and parking lots is provided by Cremona Drive. Rear and side building facades face Los Carneros Road. The visual mass of the Center's buildings is softened by deep, landscaped setbacks that include a meandering sidewalk along Los Carneros Road. The appearance of these buildings is illustrated in Figure 4.1-3a, photo 3b.

East: Los Carneros Road and Willow Springs

The eastern boundary of the Project site is defined by Los Carneros Road. This segment of the roadway is aligned north/south and becomes an elevated overpass as it crosses the UPRR/U.S. Highway 101 corridor. The peak elevation of the overpass is approximately 71 feet amsl. The road elevation declines to approximately 29 feet amsl south of ~~the~~ U.S. Highway 101. A view of the Project site from the overpass's designated vantage point is provided in **Figure 4.1-5,** photo 5a.

On the east side of Los Carneros Road, south of U.S. 101, are 13 vacant lots designated for residential development by the City's GP/CLUP. These undeveloped properties contain large dirt stockpiles and are disturbed by ongoing fuel modification activity. Immediately southeast is the fully developed Willow Springs I multi-family development. A six-acre site currently under construction is located between Willow Springs I and the above-described 13 undeveloped lots. The six-acre site is approved for the development of a 100-unit multifamily project.

Willow Springs I consists of 235 condominiums in 25 two-story buildings spread over 16 acres. The building's exterior elevations are characterized by earth-toned stucco highlighted with wood trim, ~~and~~ other architectural accents, and pitched roofs. Building coverage is approximately 18 percent. Buildings closest to the Project site are approximately 48 feet amsl at the roof peak, inclusive of the finished elevation of the building pad. These structures are set back approximately 370 feet from the Los Carneros Road ROW and approximately 500 feet from the east edge of the Project's residential Lot 4. Intervening features include Camino Vista Road and the soil stockpiles. The visual character of these buildings and the vacant residential properties is shown in Figure 4.1-3b, Photo 3c.

West: Castilian Technology Center:

The Castilian Technical Center, a business park containing office and light-industrial buildings, is located west of the residential Project site, separated from it by the realigned course of the 60-foot wide Tecolotito Creek and its ~~110-foot wide~~ in-creek habitat. A ten-foot wide vegetated corridor, containing a five-foot wide pedestrian path and several pads for picnic tables, is located adjacent to the top of the Tecolotito Creek bank and provides some separation between the creek and the Center's parking lot ~~riparian corridor~~. The Castilian Technology Center contains 35-foot high industrial and office buildings spread over approximately 80 acres, including internal roadways, parking lots, walkways, and landscaping. Overall building coverage is approximately 19 percent. Building pads for yet-to-be-constructed buildings located closest to the residential Project are between approximately 20 feet amsl (southernmost) and 26 feet amsl (northernmost) in elevation. Building elevations are approximately 55 to 61 feet amsl. Figure 4.1-3b, photo 3d, provides an example of the visual character of the office and light industrial buildings within the Center that are located directly opposite the residential Project site's west boundary (Lots 6 and 7).

Photo 5A: Southwesterly view overlooking the project site from the Los Carneros Road overpass, just south of the US Highway 101 off-ramp. The project site is in the foreground, with office and research buildings on Lots 1 and 3 in the middle-distant view and distant horizon skyline defined by the palm trees within the Southwest Residential Area.

Photo 5B: This is a photographic simulation of the project post-development. This version does not include mature landscaping. The addition of residential structures would introduce buildings that would correspondingly peak at elevations from 62 feet to 71 feet amsl. The People Self-Help Housing apartment buildings are most prominent in this view with a mean residential building height of 35 feet and are at a distance of approximately 150 feet from this viewpoint.

Photo 5C: This is a photographic simulation of the project post-development. This version includes mature landscaping.

Source: Interacta Inc., 2012.

Views from the Los Carneros Road Overpass

Project Area Topographic Conditions and General Site Visibility

The Project site was originally a broad, gently rolling end of a drainage divide between Los Carneros Creek and Tecolotito Creek. The natural topography was characterized by variations in elevation created by tributary gullies and rills. A cultivated orchard extended west of the natural course of Tecolotito Creek, much of which was located further east than its present alignment. A small portion of that orchard extended into the western margins of the Project site at the edges of Lots 6 and 7. The balance of the site, however, was never under cultivation. The pace of the site's modification was slow until the 1940s and picked up speed thereafter. Details of that gradual modification are provided in Section 4.5 (Geology).

Site grading associated with transportation infrastructure and the subsequent development of Lots 1 and 3 reduced the site's natural elevations by as much as 20 feet, eliminated the site's original topography, and ~~creating~~ created a nearly flat and featureless plain.

Given the gradual elevation changes within the central area of the City and the location of Project site, the extent of the public viewshed containing the Project site is limited. On the generally level terrain of the site's immediate surroundings features of the built environment have created substantial physical barriers that block views of the vacant residential site from most nearby public streets. The public viewshed providing occasional views of the Project site is confined within the area broadly bounded to the north and south by Cathedral Oaks Road and Hollister Avenue respectively, and to the east by Los Carneros Road. Views of the undeveloped residential site from within this area are ~~specifically~~ further limited by the site's location between the UPRR/Highway 101 corridor to the north, stands of eucalyptus trees and tall shrubs at its boundaries, the developed light-industrial and office buildings and landscaping located within the Los Carneros Road frontage of Lots 1 and 3, and the elevated Los Carneros Road freeway overpass to the east.

General Plan Designated Scenic Viewpoints and Corridors in the Project Area

In the immediate vicinity of the Project site, U.S. 101 is the only designated scenic corridor (See Figure 6-1 of the GP/CLUP). Los Carneros Road north of the U.S. 101 corridor has been designated as a local scenic corridor as well, but the portion of Los Carneros south of U.S. 101 does not have that designation. City-designated public vantage points are identified on GP/CLUP Figure 6-1. In the vicinity of the Project site these are located at the intersection of Los Carneros Road and Calle Koral (180 degrees with a north-facing apex framing the Santa Ynez Mountains), the peak of the Los Carneros Road overpass (360 degree long distance views from the coast to the mountains), Calle Real (180 degrees with a north-facing apex), Los Carneros Road at the entrance to Los Carneros Lake Park (360 degrees and encompassing the adjacent open space and woodlands as well as agricultural lands and the ridgeline of the Santa Ynez Mountains), and Cathedral Oaks Road at both the intersection of Los Carneros Road (360 degrees) and west of the intersection (360 degrees) at elevations that provide view corridors to the coast.

Views from U.S. Highway 101

The segment of U.S. Highway 101 located immediately north of the Project site offers only limited views of the site to eastbound traffic traveling at high speeds or upon exiting the freeway at the Los Carneros Road southbound off-ramp. The primary protected viewshed from U.S. 101 is directed northward toward the prominent higher elevations of the Santa Ynez Mountains and its foothills. View opportunities from U.S. 101 to the south are restricted by the level coastal plain, the elevated roadbed of the adjacent railroad tracks, the height of the descending freeway

on-ramp from the Los Carneros Road overpass, and the presence of mature landscaping in the freeway right-of-way north of the site. The mature windrow of eucalyptus trees block views of the majority of the Project site from the UPRR and US Highway 101 corridor as shown in Figure 4.1, photo 4.1-4a. The eastern portion of the residential site becomes visible only from the southbound Los Carneros Road off-ramp, as shown in Figure 4.1-4, photo 4b. The most inclusive view of the Project site from the freeway is available from the ascending elevation segment of this off-ramp once vehicles and pedestrians pass an adjacent eucalyptus windrow. This southerly view is quickly reduced as vehicles approach the off-ramp/Los Carneros Road intersection, at which point the angle of view becomes very limited.

Views from the Los Carneros Road Overpass

The General Plan identifies a vantage point with a 360-degree view at the highest elevation of the Los Carneros Road overpass. This location is considered an important gateway to the community, enhanced by landscaped streetscape, and offering views to the coast and the mountains. The crest of the Los Carneros Road overpass constitutes one of two scenic vistas located at the crown of an overpass in the central portion of the City. Los Carneros Road's southern approach to the railroad and freeway overpass rises 42 feet in elevation from approximately 29 feet amsl at the Calle Koral intersection to 71 feet amsl at the overpass peak. Public views of the Project site and its surroundings are available in the foreground from this location. Middle distance views just beyond the northeast portion of the vacant residential Project site include the rear of the office and research buildings on Lots 1 and 3, the riparian corridor of Tecolotito Creek, the top floor of the Castilian Technology Center buildings just beyond the creek, and rooftops of University Business Center. The real focus of this gateway vantage point is, however, the dramatic panoramic vistas that range from the Santa Ynez Mountains and foothills to the north to southerly views overlooking the coastal plain, which tends to diminish the visual importance of foreground locations. The Project site is located in the southwesterly foreground quadrant of this 360-degree viewshed. The balance of the overpass and Los Carneros Road to the south is not a designated scenic corridor. Accordingly, though the residential site and the tops of buildings on Lots 1 and 3 are visible from the southbound lanes of the overpass for a distance of approximately 550-feet, the developed residential site would be only briefly glimpsed given the speed of vehicles and the blockage created by mature landscaping in the immediate area (See **Figure 4.1-5**, photo 5a).

Views from the Los Carneros Road at Calle Koral

Los Carneros Road forms a T-intersection with Calle Koral to the southeast of the Project site. This intersection is a City-designed scenic vantage point with a 180-degree radius and a north-facing apex directed towards views of the Santa Ynez Mountains ridgeline. The view illustrated in **Figure 4.1-6,** photo 6a, is not representative of the viewshed focus from this vantage point but is a northwesterly-oriented view toward the Project site and the Santa Ynez Mountains from this intersection. From this intersection views of the developed business park (Lots 1 and 3) dominate the foreground, while views of mountains are available over residential Lots 2 and 4.

Views from Cathedral Oaks Road

Cathedral Oaks Road is designated a Local Scenic Corridor in the foothills of the Santa Ynez Mountains. Residential development, landscaping along the southern side of the road, varying topography, woodlands, and eucalyptus windrows result in only intermittent south-directed views of the coastal plain. Given the speed at which vehicles travel along the road, fleeting southerly views generally focus on defined view corridors directed toward the coastal plain areas east or west of the Project site.

Photo 6A: This is a northwesterly-oriented view toward the project site and the Santa Ynez Mountains beyond from Los Carneros Road in a northbound direction south of this intersection. From this view, as motorists, bicyclists, and/or pedestrians travel closer to the intersection of Calle Koral (on Los Carneros Road), views of the project site over exiting Lots 2 and 4 are available, as well as distant views of the Santa Ynez Mountains over the US Highway 101 corridor.

Photo 6B: This is a photographic simulation of the project post-development from the northerly view at the intersection of Calle Koral and Los Carneros Road. As shown in the simulation, without project landscaping, the project would remove trees and landscaping that currently conceal the existing building on Lot 1. The viewing distance to the closest visible residential structure (market rate apartments) would be approximately 160 feet. The project entrance road and residential buildings would be seen in this view.

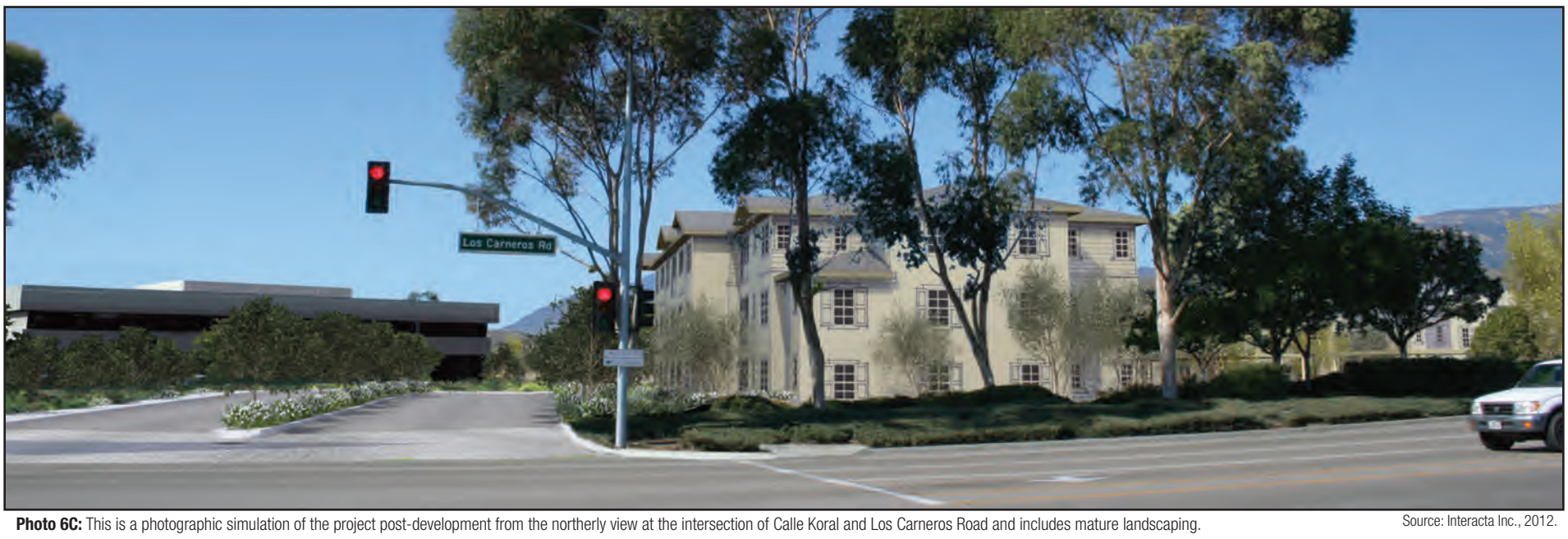

Photo 6C: This is a photographic simulation of the project post-development from the northerly view at the intersection of Calle Koral and Los Carneros Road and includes mature landscaping.

Source: Interacta Inc., 2012.

Views from the Los Carneros Road at Calle Koral Intersection

Views from Los Carneros Road/Cathedral Oaks Intersection

Los Carneros Road (north of U.S. Highway 101), La Patera Lane, and Glen Annie Road, and the elevated (80 – 95 feet amsl) intersection of Los Carneros Road and Cathedral Oaks Road provide coastal-directed view corridors that overlook areas east or west of the Los Carneros overpass area from distances of approximately 0.60-0.75 mile. However, the Project site is hidden from view by intervening terrain, the eucalyptus windrow, the raised Los Carneros Road overpass, and its northbound and southbound off-ramps of the freeway.

Views from Los Carneros Lake

The Los Carneros Lake Park/Preserve is situated northeast of the Project site and east of the Los Carneros Road overpass. Elevations within the Preserve range from less than 30 feet (at the southeast corner) to over 80 feet (in the north-central portion). The highest elevations in the Preserve are situated approximately 0.65 mile from the Project site. The dense eucalyptus woodlands that surround the lake and the U.S. Highway 101/Los Carneros Road overpass block views of the Project site from this location.

General Public and Unprotected Private Views of the Project Site from the Immediately Surrounding Project Area

Site Views from Passenger Trains along the Union Pacific Railroad Right-of-Way

The UPRR right-of-way (approximately 100 feet wide) abuts the entire length of the Project site's north boundary. The engineered track bed is typically 6 to 7 feet higher than the adjacent right-of-way and there are berms on each side. The berm on the south side, adjacent to the Project site, is raised several feet above the track elevation. The railroad runs down the center of the right-of-way along an engineered grade that reaches 47.5 feet amsl near the Los Carneros Road overpass, and gradually descends to 42 feet amsl at the western boundary of the Project site. The upper tier of passenger train car windows are raised approximately 8 feet above the engineered track bed. From these windows, the Project site can be seen for approximately 1,200 linear feet between the Los Carneros Road overpass and the windrow of eucalyptus trees along western half of the site's north boundary. Some trains travel past the site at high rates of speed and others may slow to a stop on an existing railroad siding running parallel to the main rail lines. Existing views of the Project site and immediate surroundings from the approximate height of a passenger train are shown in **Figure 4.1-7,** photos 7a, 7b, and 7c.

Site Views from Los Carneros Road Bridge over Tecolotito Creek

As southbound travelers on Los Carneros Road approach the bridge over Tecolotito Creek, the road turns southerly as it passes the parking lot on Lot 3, and the vacant area within Lot 6 comes into view on the north side of the roadway. Beyond this vacant part of Lot 6, motorists and pedestrians may look through roadside landscape vegetation to the riparian corridor of Tecolotito Creek and observe the buildings within the Castilian Technical Center in the background. Distant horizon views toward the coast are not available. Mature landscaping within Los Carneros Road right-of-way visually blocks most of the vacant residential Project site. Existing and simulated views of the Project site from this bridge are shown in **Figure 4.1-8**.

Views from Private Buildings South, East and West of the Project Site

The University Business Center is situated below-grade of Los Carneros Road and is surrounded by mature landscaping. Views of the Project site are very intermittent, as are distant long-range views of the Santa Ynez Mountains, due to the variations in elevations,

Photo 7A - The northerly view shown is from the southern side of Lot 4, immediately east of the project site. The photograph shows an Amtrak train stopped on the tracks immediately adjacent to the north boundary of the project site. The upper tier of windows on the train would have the best site views, as they are not blocked by shrubs growing on low berms along the southern side of the railroad right-of-way. After stopping for a few minutes the train backed up toward the La Patera station to the east.

Photo 7B - The southwesterly view shown is taken from a height that corresponds approximately to the level of the top tier of windows on an Amtrak passenger car. The view overlooks the vacant property of Lot 4, in the immediate foreground, and of both Lots 2 and 5 that comprise the project site. The building on Lot 1 is prominent in this view. Beyond the western side of the project site some industrial buildings can be seen behind the riparian vegetation fringing the Tecolotito Creek channel. No shoreline features can be seen within the Coastal Zone, but palm trees protruding into the skyline within the distant Southwest Residential Area can be seen over a mile away.

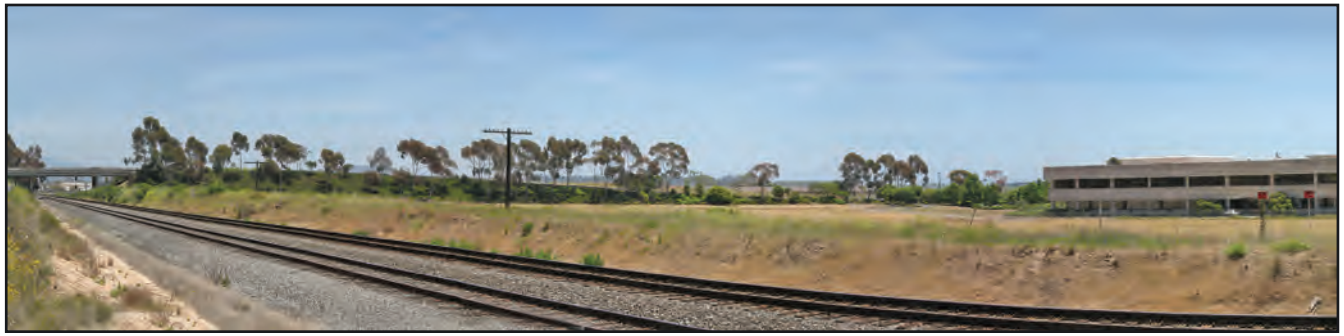

Photo 7C - The southeasterly view shown is taken from an embankment fence marking the boundary between the U.P.R.R. right-of-way and the 101 Freeway. The height of the view above the level of the tracks approximates the height of the upper tier of windows on an Amtrak passenger car. Eucalyptus trees along the Los Carneros Road approach to the overpass screen and filter easterly views of the coastal plain from the train. However, views of the Santa Barbara Municipal Airport area and the lowlands surrounding the Goleta Slough at the western end of the airport briefly form horizon features seen between the trees. The airport tower is also intermittently visible, although obscured by trees in this view.

Site Views from Passenger Trains along the Union Pacific Railroad Right-of-Way

Photo 8A: Northeasterly directed view from the Los Carneros Road bridge over Tecolotito Creek. Travelers have views of the Santa Ynez Mountains and skyline. The vacant land in the foreground of this view consists mainly of vacant Lots 6 and 7 that make up the west portion of the project site. The 35-foot tall building on Lot 3 (center) blocks the north portion of the project site and a relatively minor lower portion the Santa Ynez Mountains.

Photo 8B: This is a photographic simulation of the project post-development from the Los Carneros Road Tecolotito Creek bridge. The project three-story, 35-foot tall podium apartment buildings would be seen in the foreground, and are shown with a setback of approximately 25 feet from the Los Carneros Road right-of-way.

Photo 8C: This is a photographic simulation of the project post-development, including mature landscaping, from the Los Carneros Road Tecolotito Creek Bridge.

Source: Interacta Inc., 2012.

VILLAGE AT LOS CARNEROS PROJECT

ENVICOM CORPORATION

Views from Los Carneros Road Bridge Over Tecolotito Creek

FIGURE 4.1-8

parking lot features, and Los Carneros Road parkway landscaping. An example of the views from the areas adjacent to Los Carneros Road ~~are~~ is provided in **Figure 4.1-9,** photo 9b.

The two-story residential buildings along the west boundary of Willow Springs I overlook the open space of Willow Springs North. From second-story balconies, residents have minimal views over the stockpile toward the distant Santa Ynez Mountains. A representative view from the height of a second-story balcony is illustrated in Figure 4.1-9, photo 9c**.** The Project site is not visible from this location.

The Castilian Technology Center, a developed industrial office research center located west of Tecolotito Creek, is characterized by large footprint buildings with surrounding parking lots, and is served by Castilian Drive and Cortona Drive, both public roadways. The east terminus of Cortona Drive abuts ~~the riparian corridor of~~ Tecolotito Creek. As shown in Figure 4.1-9, photo 9d, views of the Project site are largely limited to the creek's vegetation ~~riparian corridor~~. Beyond the ~~riparian corridor~~ creek, distant views of the Santa Ynez Mountains are available.

Existing Light and Glare Conditions

Building security and parking lot lighting on developed Lots 1 and 3 are the existing sources of nighttime illuminated within the Project site. Off-site sources of existing illumination include lighting along the U.S. Highway 101 corridor to the north; street lights along Los Carneros Road to the south and east; and security, parking lot lighting, and lights from windows from the office developments to the west. Headlights from passing vehicles on Los Carneros Road and the U.S. Highway 101 are other sources of light near the Project site.

Regulatory Framework

Federal

National Scenic Byways Program

The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration. Established in Title 23, Section 162 of the United States Code under the Intermodal Surface Transportation Efficiency Act of 1991 and reauthorized and expanded significantly in 1998 under TEA-21 and again under SAFETEA-LU in 2005, the program was established to help recognize, preserve and enhance selected roads throughout the United States.

FHWA's May 18, 1995 interim policy provides the criteria for the National Scenic Byways Program. This policy sets forth the procedures for the designation by the U.S. Secretary of Transportation of certain roads as National Scenic Byways or All-American Roads based on their archaeological, cultural, historic, natural, recreational, and scenic qualities. There are 150 such designated byways in 46 states. FHWA promotes the collection as America 's Byways®. This policy also specifies the type of projects eligible for funding and lists the funding priority for grants.

State

California Environmental Quality Act and Guidelines

State regulations applicable to this aesthetics analysis are contained in Public Resources Code §§ 21000, *et seq*. (California Environmental Quality Act or "CEQA") and 14 California Code of

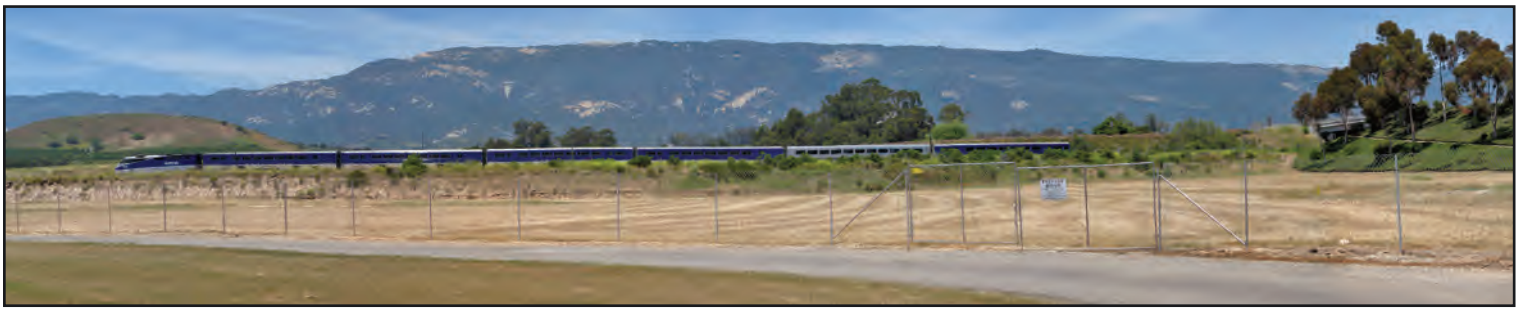

Photo 9A: Northerly directed view from within the Allergan Medical buildings area. Private views of the Santa Ynez Mountains are available over the projet site slopes and east of the eucalyptus windrow.

Photo 9B: Northerly view from the University Business Center. Views of the project site are very intermittent, as are distant long-range views of the Santa Ynez Mountains due to the variations in grade elevations, parking lot features, and Los Carneros Road parkway landscaping.

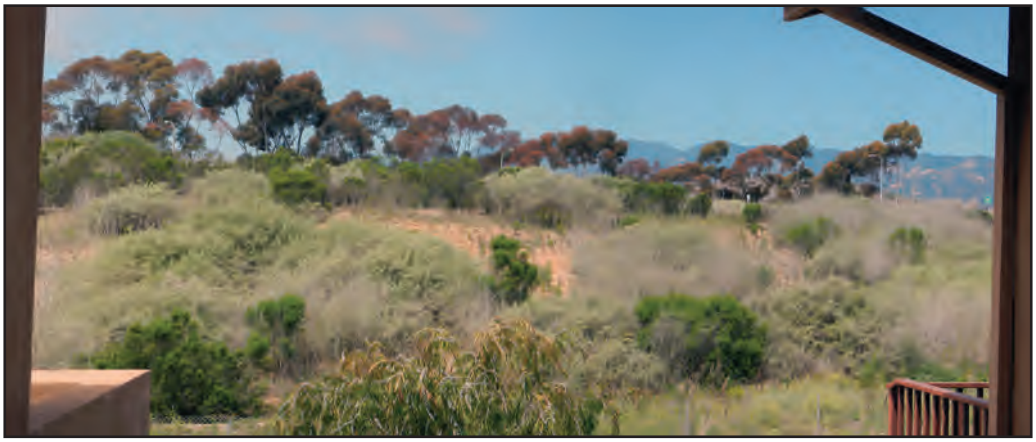

Photo 9C: View from the height of the second-story balconies are shown. The intervening terrain, raised los Carneros Road, and landscape trees provide some view-blocking effects from this area. The project site is not visible from this location.

Photo 9D: The east stretch of Cortona Drive is oriented toward the project site and is slated to become a secondary access connection to the project site for motor vehicles and bike path. The east terminus of Cortona Drive abuts the riparian corridor of Tecolotito Creek. As shown in views of the project site are largely limited to the Tecolotito Creek woodlands and riparian vegetation.

Regulations §§ 15000 *et seq*. ("CEQA Guidelines" or "Guidelines"). CEQA considers impacts to aesthetics as part of the environment to be evaluated and, where necessary, mitigated pursuant to the Act. Guidelines for assessing aesthetics are included in the CEQA Guidelines.

California Scenic Highway Program – Streets and Highways Code, Sections 260 through 263

The State's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated. These highways are identified in Section 263 of the Streets and Highways Code.

The status of a proposed state scenic highway changes from eligible to officially designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a Scenic Highway. When a city or county nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. Scenic corridors consist of land that is visible from the highway right of way, and is comprised primarily of scenic and natural features. Topography, vegetation, viewing distance, and/or jurisdictional lines determine the corridor boundaries. The city or county must also adopt ordinances, zoning and/or planning policies to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances and/or policies make up the Corridor Protection Program. None of the City's locally designated scenic corridors are designated or eligible State Scenic Highways.

Local

General Plan Policy

Chapter 6.0, Visual and Historic Resources

City's GP/CLUP contains objectives and policies that address the identification and protection of scenic resources. The guiding objective for the City's policies on scenic views as stated in the General Plan is, "To identify, preserve and enhance Goleta's scenic resources and to protect views or vistas to these resources from public and private areas." In support of its stated objective the General Plan identifies the following scenic resources that its policies are designed to protect and preserve (*Policy VH-1*):

a. The open waters of the Pacific Ocean/Santa Barbara Channel, with the Channel Islands visible in the distance.
b. The City's Pacific shoreline, including beaches, dunes, lagoons, coastal bluffs, and open coastal mesas.
c. Goleta and Devereaux 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, including, but not limited to, the foothills and the Santa Ynez Mountains.

VH 2.6 Gateways to the City:

a. Hollister Avenue at the eastern and western city boundaries.
b. Cathedral Oaks at the eastern and western city boundaries.
c. Old Town—Hollister Avenue at Fairview Avenue and SR-217.
d. Glen Annie Road, *Los Carneros Road*, Fairview Avenue, and Cambridge Drive at Cathedral Oaks Road.
e. Calle Real and Patterson Avenue.

To achieve a balance between projected future development and the goal of protecting important visual resources, policies were adopted to guide the design and review of new development. Policies with specific application to the proposed Project include the following:

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 and foothills should be accomplished 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 and increased setbacks to preserve views and create an attractive visual corridor.
d. Downcast, fully shield, full cut off lighting of the minimum intensity needed for the purpose.
e. Limitations on the 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.
i. Selection of colors and materials that harmonize with the surrounding landscape.
j. Clustering of building sites and structures.

VH 2.1: Designated Scenic Corridors*:*

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 (North of U.S. 101)
e. Fairview Avenue
f. Calle Real

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.

VH 2.3: Development of 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. *(Amended by Resolution. 08-30, 6/17/08)*

VH 3.1 Community Design Character*:*
The visual character of Goleta is derived from the natural landscape and the built environment. The city's agricultural heritage, open spaces, views of natural features, established low-density residential neighborhoods, and small-scale development with few visually prominent buildings contribute to this character. Residential, commercial, and industrial development should acknowledge and respect the desired aspects of Goleta's visual character and make a positive contribution to the city through exemplary design.

VH 3.2 Neighborhood Identity:
The unique qualities and character of each neighborhood shall be preserved and strengthened. Neighborhood context and scale shall be maintained. New development shall be compatible with existing architectural styles of adjacent development, except where poor quality design exists.

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.

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.

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.

VH 4.4 Multifamily Residential Areas*:*
In addition to the items listed in VH 4.3, the following standards shall be applicable to multifamily residential development (see LU 1.9 and LU 2.3):

a. Roof lines should be varied to create visual interest.
b. Large building masses should be avoided, and where feasible, several smaller buildings are encouraged rather than one large structure. Multiple structures should be clustered to maximize open space.
c. Multifamily residential developments shall include common open space that is appropriately located, is functional, and provides amenities for different age groups.
d. Where multifamily developments are located next to less dense existing residential development, open space should provide a buffer along the perimeter.
e. Individual units shall be distinguishable from each other. Long continuous wall planes and parking corridors shall be avoided. Three-dimensional façades are encouraged.
f. Extensive landscaping is encouraged to soften building edges and provide a transition between adjacent properties.
g. Storage areas for recycling and trash shall be covered and conveniently located for all residents and screened with landscaping or walls.
h. Safe and aesthetically pleasing pedestrian access that is physically separated from vehicular access shall be provided in all new residential developments whenever feasible. Transitional spaces, including landscape or hardscape elements, should be provided from the pedestrian access to the main entrance. Main entrances should not open directly onto driveways or streets. Safe bicycle access should be considered in all residential developments.

Other GP/CLUP Policies with specific application to the proposed Project include:

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)

Goleta Municipal Code

A number of provisions in the Goleta Municipal Code deal with visual resources either directly or indirectly. These include, but are not limited to:

- **16.06.040 B (Relation to Topography)**: Topographic conditions shall determine the general pattern of blocks, and natural contours shall control the placement and alignment of streets, highways, and ways.
- **16.06.120 (Preservation of Natural Features):** In all subdivisions, due regard shall be given to the preservation of all natural features such as large trees, natural groves, watercourses, scenic points, historic, spots, and similar community assets which will add attractiveness and value to the property if preserved.
- **8.10.280A (Solid Waste Collection Standards):** Frequency. Each solid waste service provider shall collect the contents of each container (except construction and demolition bins) placed, located or maintained in the City by that solid waste service provider not less frequently than once per week.
- **8.10.460 (Maintenance of Solid Waste Containers):** All containers used for the provision of unscheduled solid waste handling services shall be maintained in a clean and sanitary condition, neatly and uniformly painted and cleaned as frequently as necessary to protect public health. The outside of all such containers shall be kept free from solid waste at all times.
- **15.09.100B (Grading Permits):** The issuance of a permit under this chapter shall constitute an authorization to do only that work which is described or illustrated on the grading plans and erosion and sediment control plans (or SWPPP, if applicable) specifications approved by the Director.
- **15.09.100E (Grading Permits):** In granting any permit under this chapter, the Director may impose such conditions as may be necessary to prevent creation of a nuisance or a hazard to public health, public safety, on public or private property or to assure conformity to the City General Plan.
- **2.08.010A and B (Design Review Board):** A. The City Council finds that inappropriate or poor quality design in the exterior appearance of buildings, structures or signs may adversely affect the following:
    1. The desirability of the immediate area and neighboring areas for residential, business or other purposes;
    2. The benefits of occupancy of existing property in such areas and the stability and value of both improved and unimproved real property in such areas;
    3. The most appropriate development and use of such areas; and
    4. The proper relationship between the taxable value of real property in such areas and the cost of public services provided to such areas.

  B. The purpose of establishing a Design Review Board (DRB) is to prevent these and other harmful effects by subjecting certain development to design review and encouraging development that exemplifies the best professional design practices, enhances the visual quality of the environment, benefits surrounding property values and makes the most appropriate use of land.

- **2.08.120E (Powers and Duties)**: The duties of the DRB are to review and approve as submitted, disapprove or approve subject to conditions, specified changes, or additions, the exterior architecture, including landscaping as it affects the exterior architecture, of buildings, structures, and signs which are within the jurisdiction of the DRB.

- **2.08.140 (Scope of Review):** The DRB shall review each project for conformity with the purpose of this chapter, the applicable General Plan policies and guidelines, including without limitation, the Goleta Old Town Heritage District Architecture and Design Guidelines, the Highway 101 Corridor Design Guidelines, the Goleta Architecture and Design Standards for Commercial Projects, and the applicable City sign and zoning regulations. The DRB's review shall include:
  A. Height, bulk and area of buildings and structures;
  B. Colors and types of building materials and application;
  C. Physical and design relation with existing and proposed structures on the same site and in the immediately affected surrounding area;
  D. Site layout, orientation, and location of buildings, and relationship with open areas and topography;
  E. Height, materials, colors, and variations in boundary walls, fences, or screen planting;
  F. Location and type of landscaping; and
  G. Sign design and exterior lighting.
- **2.08.150 (Findings):** In approving, approving with conditions, or denying an application, the DRB shall examine the materials submitted with the application and any other material provided to the Planning and Environmental Services Department to determine whether the buildings, structures, or signs are appropriate and of good design in relation to other buildings, structures, or signs on the site and in the immediately affected surrounding area. Such determination shall be based upon the following findings, as well as any additional findings required pursuant to any applicable comprehensive plan policies and guidelines, including without limitation, the Goleta Old Town Heritage District Architecture and Design Guidelines, the Highway 101 Corridor Design Guidelines, the Goleta Architecture and Design Standards for Commercial Projects and the applicable City sign and zoning regulations:
  A. The development will be compatible with the neighborhood, and its size, bulk and scale will be appropriate to the site and the neighborhood;
  B. Site layout, orientation, and location of structures, buildings, and signs are in an appropriate and harmonious relationship to one another, and to the environmental qualities, open spaces and topography of the property;
  C. The project demonstrates a harmonious relationship with existing and proposed adjoining developments, avoiding excessive variety and monotonous repetition, but allowing similarity of style, if warranted;
  D. There is harmony of material, color, and composition of all sides of a structure or buildings;
  E. A limited number of materials will be on the exterior face of the building or structure;
  F. There is consistency and unity of composition and treatment of exterior elevation;
  G. Mechanical and electrical equipment is well integrated in the total design concept and screened from public view to the maximum extent practicable;
  H. All visible onsite utility services are appropriate in size and location;
  I. The grading will be appropriate to the site;

J. Adequate landscaping is provided in proportion to the project and the site with due regard to preservation of specimen and landmark trees, and existing native vegetation;

K. The selection of plant materials shall be appropriate to the project and its environment, and adequate provision shall be made for the long-term maintenance of all such plant materials;

L. The project will preserve and protect, to the maximum extent practicable, any mature, specimen or skyline tree, or appropriately mitigate the loss;

M. The development will not adversely affect significant public scenic views;

N. Signs, including their lighting, are well designed and are appropriate in size and location;

O. All exterior site, structure and building lighting is well designed and appropriate in size and location;

P. The proposed development is consistent with any additional design standards as expressly adopted by the City Council;

Q. The development will enhance the appearance of the neighborhood; and

R. The public health, safety and welfare will be protected. (Ord. 02-26 § 2)

4.1.2 Thresholds of Significance

The City's *Environmental Thresholds Guidelines Manual* (Adopted by Resolution No. 08-40, August, 2008) contains specific threshold guidance for the assessment of impacts to visual resources. According to the City's Guidelines the Project would have a substantial adverse impact on visual resources if:

1a. The project contains visual resources such as surface waters, vegetation, elevation, slope or other natural are manmade features that are publically visible, and

1b. If so, would the proposed project have the potential to degrade or significantly interfere with the public's enjoyment of the site's existing visual resources?

2a. The project has the potential to impact visual resources of the Coastal Zone or other visually important area (i.e., mountainous area, public park, urban fringe, or scenic travel corridor).

2b. If so, does the project has the potential to conflict with the policies set forth in the Local Coastal Plan, the Comprehensive Plan or any applicable community plan to protect the identified views?

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

Appendix G of the CEQA Guidelines also contains thresholds that must be considered in assessing the project's potential to adversely impact aesthetic and visual resources. The Appendix G thresholds required the EIR to determine whether the project would:

a) Have a substantial adverse effect on a scenic vista;
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
c) Substantially degrade the existing visual character or quality of the site and its surroundings; or
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

4.1.3 Project Impact Assessment

The following summarizes key aspects of the present residential Project design that are relevant to the assessment of visual impacts. The City's Design Review Board ~~(DRB)~~ reviewed the Project's design on six occasions between July 2010 and January 2011. The Project plans assessed in this section of the EIR have incorporated revisions made in response to DRB comments. Greater detail, along with the site's site plan, building elevations and floor plans, and preliminary landscape plan are available for reference in Chapter 2.0, Project Description.

The proposed residential Project is designed to cluster certain styles of housing within various building footprints to account for differences in site topography, building scale relative to neighboring uses, and internal compatibility that suits the consumer demands for given housing types. Variations in finished pad elevations would affect the overall visual appearance of the development relative to neighboring developments particularly with respect to compatibility of scale and massing. A summary of the building heights and pad elevations is provided below in **Table 4.1-1**.

Table 4.1-1
Summary of Project Scale

Lot	Housing Type	Project Location	Finished Floor Elevations (ft. amsl)	Building Heights (ft.)	Elevations of Building Heights (ft. amsl)
1	Rent Restricted Apartments	Northeast corner	33 - 36	35[1]	68 - 71
2	Townhomes	Central Portion Northern Property boundary	32.6 – 34.6	30	62.6 – 64.6
3	Triplex and Four-plex	Central Portion Northern Property boundary	36.2 – 38.8	30 - 31	66.2 – 69.8
4	Townhomes	Central Portion South of Village Way	31.6 – 33.6	30	61.6 – 63.6
5	Market Rate Apartments	Eastern Entrance	30 – 31.5	35[2]	65 – 66.5
6	Recreation Area / Pool Building	Central Portion South of Village Way	34	23 – 24[3]	57 - 58
7	Triplex and Four-plex	Central Portion South of Village Way	27.9 – 35.4	30 - 31	57.9 – 66.4
8	Townhomes and Four-plex	Southwest portion	27.2 – 29.9	30 – 31	57.2 – 60

Lot	Housing Type	Project Location	Finished Floor Elevations (ft. amsl)	Building Heights (ft.)	Elevations of Building Heights (ft. amsl)
9	Podium Flats	Southwest Corner	30.8 – 31.8[4]	35[5]	65.8 – 66.8
11	Two-Pac and Alley-Loaded Homes	Northwest corner and Northern property boundary	26.5 – 40.2	26 - 30	52.5 – 70.2

Note: Lot 10 would contain the Neighborhood Park, which would not be graded or contain permanent structures. Lot 12 would contain Village Way.
[1] One elevator tower on each building would reach 38 feet in height measured to top of roof. Height measured to top of sloped roofs.
[2] 42-foot high elevator tower measured to top of roof. 35 feet high measured to top of sloped roof.
[3] Height measured to top of sloped roof tower feature.
[4] Subterranean Parking would extend below this level to finished floors of 18.8 ft. amsl and 19.8 ft. amsl.
[5] 45-foot high garage exhaust/elevator tower measured to top of roof. 35 feet high measured to mid-point of sloped roof.

These elevations are incorporated into the impact analysis below, as necessary.

On-Site Visual Resources

Impact AES 1: Does the site contain any visual resources as described and would the development interfere with the public's enjoyment of those resources, result in the removal of significant amounts of vegetation, alteration of natural character or loss of important open space, or (Appendix G) would the project degrade any of the existing visual resources of the site?

Significance Before Mitigation: Potentially Significant

As described in *Existing Conditions*, the Project site consists of either fully developed business park uses (Lots 1 and 3) or vacant but heavily disturbed property that has been previously graded to the extent that its natural topography and visual character have been erased (contiguous Lots 2, 4, 5, 6, and 7). The cleared and graded residential site lacks discernable relief and, with the notable exception of ~~the~~ Tecolotito Creek ~~riparian corridor~~ and the north row of eucalyptus trees, lacks significant natural scenic features or visual resources. ~~While~~ None of the Project site's contiguous vacant lots are identified in the General Plan as important or planned open space (See GP/CLUP Figure 3-5).

The ~~notable~~ exception to the lack of significant visual resources on the residential Project site is ~~the~~ Tecolotito Creek ~~riparian corridor~~ at the western margin of the site (Lots 6 and 7). ~~This corridor~~ The creek is designated, "an Open Space for the Preservation of Natural Resources" in the City's Open Space Element. ~~and~~ The City's Visual and Historical Resources Element identifies "creeks and the vegetation associated with their riparian corridors" as scenic resources (Policy VH 1.1). As previously noted, the ~~County Flood Control and Water Conservation District~~ SBCFCWCD has significantly modified the natural creek for flood control purposes and its original alignment has been altered so that it flows in a more controlled manner ~~in a straight line~~ from U.S. 101 to its confluence with Los Carneros Creek, south of Los Carneros Road. Concrete riprap lines the creek to prevent erosion and to maintain its current alignment and capacity. However, the ~~Flood Control District~~ CFCWCD also undertook the restoration of the ~~creek's~~ riparian and freshwater marsh habitat ~~corridor~~ within the creek so that this habitat ~~and that corridor~~ is considered a natural visual as well as biological resource pursuant to CEQA and City policy (Refer to Section 4.3 Biological Resources for a detailed description and photographs of the Tecolotito Creek habitat ~~riparian corridor~~). As previously

noted, a dirt maintenance road has been constructed ~~through~~ adjacent to the creek at the top of the bank and is partially shaded by in-creek willow branches and a row of willows planted along the road's eastern edge ~~riparian corridor and also provides~~ providing an opportunity for public pedestrian use. At present, public views of the corridor from offsite are relatively limited by intervening topography and the elevation of immediately adjacent roadways, although these would not prevent the creek ~~corridor~~ and its proposed Stream Protection Area (SPA) from becoming a significant visual resource for both Project residents and for the general public once the residential Project, the SPA, and the Neighborhood Park are developed.

The planned Neighborhood Park, open to the public, would be developed east of Tecolotio Creek, within Lot 7, as part of the proposed residential Project. An unnamed tributary to the creek, which enters the residential site from the north and cuts diagonally through a portion of Lot 7 to a confluence with the main creek, is presently devoid of most vegetation. This area would be re-vegetated to create a 196-foot wide Stream Protection Area (SPA) between the active area of the Neighborhood Park (which would incorporate the tributary) and the development area and an additional 74-foot wide SPA between the active Park area and the creek. ~~with a landscaped open space area between the creek SPA and the tributary SPA intended for active public use and enjoyment.~~ Development of the Park would provide the public with greater access to the visual resources of the creek and SPA. In addition, the new bridge provides access to the proposed residential Project site at ~~Cortina~~ Cortona Drive that would provide an additional vantage point from which the ~~visual access to the~~ creek's visual resources can be viewed. ~~, since a public bicycle path and pedestrian access, provided through the residential Project site, would also traverse the new bridge.~~ The Tecolotito Creek maintenance road is currently used by pedestrians and will provide access to the footpath that will lead to the active area of the Neighborhood Park~~, drawing additional people into the area~~.

General Plan Policy 1.6 (Preservation of Natural Landforms) requires minimization of any alteration to natural landforms by ensuring that development is designed to coordinate with surrounding natural features such as mature trees, native vegetation, and drainage courses. Among the recommended actions are the minimization of vegetation clearance for fuel management and the clustering of building sites and structures to avoid encroachment. The Project's podium flats are located in Lot 6~~, adjacent to the Tecolotito Creek riparian corridor~~. The units are set back a minimum of 50 feet from the top of the creek bank ~~of the creek~~, and a Stream Protection Area (SPA) will be developed between the creek ~~between the creek banks~~ and the residential units. As noted in Section 4.3 (Biological Resources), the Santa Barbara County Fire Protection District originally approved a Fuel Modification Plan for the Project's residential component. The District now considers the edge of the ~~riparian corridor~~ SPA as the effective property line for the Village at Los Carneros development. Accordingly, neither the 60-foot wide, in-creek habitats ~~riparian corridor~~ ~~(inclusive of~~ nor the additional SPA would ~~not~~ be subject to ~~the District's "defensible space" requirements~~ to fuel modification. In addition, a mitigation measure in Section 4.3 requires ~~approval of the proposed less-than-100-foot SPA by~~ that a City-retained biologist review the plan for the SPA on both Lots 6 and 7 to determine that the SPA as designed will function adequately to protect Tecolotito Creek's primary ecological functions and habitat. ~~in addition to~~ The Fire Protection District's approval of the SPA plan is also required. A mitigation measure also requires Project grading to avoid the top of the creek bank and in-creek habitats ~~riparian corridor~~ to the extent possible. ~~and, in light of the RCFCWCD policy,~~ Therefore, the proposed development's impact on scenic values associated with ~~the~~ Tecolotito Creek ~~corridor~~ would not violate the City's General Plan policies for the preservation of its scenic values (**Class II**).

Construction of a bridge over the creek to provide access to the residential Project site will result in removal of vegetation and disruption of the riparian and freshwater marsh habitats ~~corridor~~ within the creek. ~~The SBCFCWCD policy does not permit location of bridge pilings and/or foundations in the creek or on its banks, providing some protection.~~ The City's policies ~~do~~ allow construction of bridges and paved public road crossings as exceptions to the rule against modification of creek corridors, provided that no less damaging alternative is available. As noted in Section 4.3, alternative Project designs that did not include the Tecolotito bridge crossing were considered and rejected ~~with~~ during the City's review of the 2008 version of the Village at Los Carneros project. ~~the proposed development of the previously approved 2008 Village at Los Carneros project.~~ The bridge is considered necessary for the ~~provision of adequate emergency access to the site and~~ the continuation of public pedestrian and bicycle access through the City. Mitigation measures in Section 4.3 require full restoration and mitigation of any temporary and/or permanent impacts to the ~~corridor~~ creek habitats and row of willows located on the east side of the maintenance road as a result of bridge construction. In addition, various resource agencies with jurisdiction over the creek and its habitats ~~riparian corridor~~ must also provide permits for ~~its~~ construction of the bridge subject to mitigation requirements. Accordingly, while development of the Village at Los Carneros Project site would result in some loss ~~modification~~ of the ~~riparian corridor~~ of existing creek habitats, those losses ~~modifications~~ would mitigated in a manner that is ~~be~~ consistent with City visual resources policy. ~~and,~~ With conformance to mitigation measures and jurisdictional agency permit conditions, Project development would not result in a permanent degradation of the Project site's visual resources. Impacts would be reduced to a less than significant level. (**Class II**).

The business park component site is distinguished by its mature landscaping particularly along the Los Carneros right of way, which provides an attractive streetscape. This perimeter landscape is a visual resource and would be only minimally altered by the proposed Project: landscape would be removed to accommodate the completion of a four-way Los Carneros/Calle Koral intersection that would provide access to the site. This landscape would be replaced and enhanced once the residential Project is completed. In addition, minor revisions to the lot lines and zoning between the business park uses and the proposed residential uses would result in the removal of some parking lot paving and north perimeter landscape within the business park area. This landscape would be replaced and the landscape area enlarged with the development of the adjacent residential Project. Therefore, as regards the removal of vegetation associated with Lots 1 and 3, development impacts would be minor and the areas affected by the removals would be restored, resulting in a less than significant impact (**Class II**).

Visual Character and Quality

Impact AES 2: Does the project have the potential to impact visual resources of the Coastal Zone or other visually important area such as a scenic travel corridor, conflict with any policies set forth in the City's GP/CLUP, demonstrate incompatibility with surrounding uses, structures, or intensity of development, lack adequate landscaping, propose extensive grading visible from public areas, or (Appendix G) substantially degrade the visual quality of the site or its surroundings?

Significance Before Mitigation: Potentially Significant

The developed portion of the Project site in its current condition contributes positively to the visual quality of the surrounding area ~~surrounding it~~ through the developed mature landscaping

and streetscape ~~present~~ on Lots 1 and 3 that covers most of the site's Los Carneros Road frontage ~~on Los Carneros Road~~. Construction of the residential component will contribute to the visual quality and character of the area by eliminating an unsightly, seriously disturbed, vacant parcel adjacent to the U.S. 101/UPRR transportation corridor ~~with additional frontage on~~ and Los Carneros Road while ~~opening up~~ improving and expanding the visual resource of ~~the~~ Tecolotito Creek ~~riparian corridor~~ through the addition of a SPA and by increasing ~~to the~~ public access through the construction of the adjacent Neighborhood Park ~~while adding to that resource by creating a 50 foot wide SPA adjacent to the unnamed tributary drainage in lot 7~~. The completion of the streetscape on Los Carneros Road beyond the limits of Lots 1 and 3 will also enhance the visual quality of the site and its surroundings, as will the landscaping of existing cut and fill slopes along the Project's perimeter. These are beneficial impacts (**Class IV**). The Project, with mitigation measures provided in the Biological Resources Section of the EIR, is consistent with the visual resources provisions of Conservation Element Policy 1.9 (Standards Applicable to Development Projects). The Project is in full compliance with City Policies on Scenic View (Policy VH1), Local Scenic Corridors (Policy VH2), Community Character (Policy VH3), and Design Review (Policy VH 4) as discussed in the Land Use Section of the EIR and in the analysis presented below. (**Class II)**

Assessment of Overall Visual Compatibility

As previously noted, the Project site is surrounded by urban development, including major transportation corridors, business parks with large footprint office and research structures surrounded by extensive surface parking lots, and two-story multi-family development, all of which make their own unique contribution to the overall visual aspect of the neighborhood. The character of development between Hollister Avenue and U.S. Highway 101, as well as the immediately surrounding properties, reflects a similar mix of uses. As a new neighborhood, the Central Hollister Residential Area does not yet have a clearly defined visual character; it is being developed as the community is built out.

The existing development on Lots 1 and 3 of the Project site is compatible with adjacent business park development. The proposed residential Project would introduce structures with a visual character that is similar to the existing and planned residential elements in the surrounding area. Chapter 2, Project Description, provides a detailed description of the Project's layout, architecture, and proposed landscaping. The Section also includes architectural elevations, building cross-sections, and floor plans, which are included by reference in this discussion. As evident from these Exhibits, the overall architectural theme of the development is a synthesis of California bungalow and California Mission styles, with earth toned stucco, lapped synthetic siding, wrought iron accents (including balcony railings), a combination of stone fascia and stucco pilasters, arched entrances, and other architectural features. Buildings have four-sided architecturally enhanced elevations and are well articulated, consistent with the City's GP/CLUP Policy. From an architectural perspective the proposed residential Project is similar to and very compatible with the nearby Willow Springs development and other residential development planned for the Central Hollister Residential Area.

The Project's residential buildings would not significantly exceed the building heights or massing of existing structures adjacent to and in the vicinity of the Project site except insofar as building height is elevated by higher finished pads that follow the general topography of the area. New residential buildings would have considerably smaller development footprints than the adjacent large business park structures, ranging up to 0.36 acre for a podium style building, as compared to the adjacent buildings on Lots 1 and 3, which have footprints of approximately 1.5 and 2.5

acres, respectively. Landscape will cover approximately 43 percent of the total Project site, consistent with the City's GP/CLUP policies.

Although the podium flat structures may be ~~at a~~ somewhat larger in scale than existing business park development west of the site, and the apartment buildings may be have somewhat greater scale and mass than the Willow Springs residential development to the east, the Project would be generally compatible with the overall mix of uses and urban character of the area with less than significant impacts on the community's visual character while protecting the visual resource of Tecolotito Creek (**Class III**).

Visual Character Compared to Existing Development to the South

The residential Project's podium flat buildings would be located in the southwest portion of the Project site, in proximity to the University Business Center. The buildings would be set back approximately 25 feet from the Los Carneros Road right-of-way. The closest University Business Center office building is setback over 90 feet from the Los Carneros Road right-of-way and is at a slightly lower pad elevation (21 feet amsl) than the roadway (23 – 25 feet amsl). At 66.8 feet amsl, the residential Project's three-story buildings could appear to have a larger scale than the University Business Center buildings to the south, based on the viewer's relative location. However, buildings within the University Business Center are separated from Los Carneros Road by parking, landscaping, and Los Carneros Road sidewalk and parkway. A summary of the residential Project's elevations relative to developments to the south is provided in **Table 4.1-2**.

Table 4.1-2
Comparative Building Pad, Heights, and Coverage with Developments South

	Project	University Business Center
Pad Elevations	26.5 – 40.2	21
Building Heights	23.0 – 35.0	35.0
Overall Heights	52.5 – 71.0	56.0
Building Coverage	21 Percent	19 Percent

As presented in Table 4.1-2, some building pads, building heights, and overall elevations would be approximately 15 feet higher than the University Business Center buildings closest to Los Carneros Road. However, landscape buffers, architectural articulation, and pitched roof styling would reduce the visual mass~~ing~~ of the most proximate residential buildings on the Project site. The residential architectural styling, the separation provided by Los Carneros Road, related setbacks along both sides of the street, and the business park development on Lots 1 and 3 would ensure that the Project's visual character would not be perceived as an anomalous element relative to the office buildings to the south. The Project's impacts on the visual character of this portion of the immediate neighborhood would be less than significant (**Class III**).

Visual Character Compared to Existing Development East of the Site

Land uses east of the Project site are located east of Los Carneros Road and include the Willow Springs North, ~~and~~ Willow Springs II, ~~sites as well as~~ and the Willow Springs I multi-family residential community. **Table 4.1-3** compares the building pad elevations, structure heights,

~~and~~ elevations, and area coverage of the Project~~, as compared~~ to Willow Spring I:~~, are summarized in~~

Table 4.1-3
Comparative Building Pad, Heights, and Coverage with Willow Springs

	Project	Willow Springs I
Pad Elevations	26.5 – 40.2	20
Building Heights	23.0 – 35.0	28
Overall Elevations	52.5 – 71.0	48
Building Coverage	21 Percent	18 Percent

Reflecting the underlying topography of the area and the need to elevate portions of the site out of the flood plain, the finished grade of the Project site would be between 16 to 20 feet higher than the Willow Springs I residential development to the southeast. The portion of the residential Project site closest to the Willow Springs I buildings would contain a 3-story apartment complex, The mean peak structural elevation would be approximately 65 to 66.5 feet amsl inclusive of pad elevation, or approximately 17 to 18.5 feet higher than the most proximate Willow Springs I buildings. The southeastern-most apartment structures would have a setback of a few feet along the Project private entrance driveway at Calle Koral ~~(private)~~ and approximately 40 feet from the Los Carneros Road right-of-way. A meandering sidewalk and landscaping would be located within the setback between the Project's apartments and Los Carneros Road.

The Project's apartments would be more visually prominent than those at Willow Springs I when viewed from Los Carneros Road and would appear closer to the roadway. Building articulation, detailing, and entryway plantings would be used to visually reduce the apparent building mass and difference in building height. ~~Regardless, however, of the difference is size and mass,~~ Both projects are residential apartments and the difference in scale and height is relatively small, given the distance between them. Therefore, the Project's apartment building would not add an anomalous element that would be out of character with development to the southeast. The similarity of architectural treatment and landscape would ensure visual compatibility between the two projects. Overall, the development of compatible, well-designed residential buildings on the Project site would not degrade the visual character of similar uses to the southeast of the site. Consequently, the Project's impact in this portion of the immediately neighborhood would be less than significant (**Class III**).

Visual Character Compared to Existing Development West of the Site

Land uses west of the Project site include the Castilian Technology Center. **Table 4.1-4** compares the building pad elevations, structure heights and elevations, and area coverage of the Project ~~as compared~~ to the Castilian Technology Center. ~~, are summarized in~~

Table 4.1-4
Comparative Pad, Heights, and Coverage with Castilian Technology Center

	Project	Castilian Technology Center
Building Pad Elevations	26.5 – 40.2	21
Building Heights	23.0 – 35.0	35
Overall Heights	52.5 – 71.0	56
Building Coverage	21 Percent	19 Percent

Finished grades on the Project site would be approximately 5.5 to 9 feet higher than the development to the west, which reflects the prevailing natural topography. The elevation differential would be most noticeable from Los Carneros Road to the south as the most prominent feature of the residential Project from this location would be the three-story condominium buildings with peak elevations of up to 66.8 feet amsl in the foreground. However, the office and industrial buildings have far larger footprints and, therefore, present a much greater visual mass that is similar in character to the business park uses on the Project site. Accordingly, the residential portion of the Project would not appear out of character to its surroundings. In addition, the Tecolotito Creek riparian corridor provides a distinct geographical and visual divide between the Project site and the Castilian Technology Center. The proposed residential Project would not add an anomalous element that would be out of character with the visual character of development to the west and impacts would be less than significant (**Class III**).

Tecolotito Creek, with its riparian and freshwater marsh habitats, both visually and physically separates the Village at Los Carneros Project from the Castillian Technology Center. There is an approximately ten-foot wide SPA buffer between the Technology Center's parking lot and the west creek bank, containing a 5-foot wide paved pedestrian walkway, riparian and shrub vegetation, and picnic tables set at intervals along the creek edge. The Village at Los Carneros would provide a SPA buffer between the top of the creek's east bank ~~habitats~~ and the Project's developed area, which would vary in width from a minimum 50-feet at its narrowest point (approximately 144.5 feet northwest of Los Carneros Road) to 785 feet at its widest point, (along the north property line) and would contain a 12-foot maintenance road, a riparian buffer zone (Zone 1) and a combined riparian/upland buffer zone (Zone 2). A Zone 3 grassland area may be included in areas of the SPA that are wider. The addition of a well-vegetated SPA should significantly improve the aesthetics of the creek as compared to the condition on the creek's west and east sides. In this respect, the Project would add an attractive visual element to the Tecolotito Creek corridor, a beneficial impact (**Class IV**).

Construction Phase Visual Impacts

During construction of the Project, mechanical equipment, material stockpiles, staging areas, latrines, and trash bins could temporarily degrade the visual quality of the Project site if not properly screened from view. Construction activity at the Project site would also generate debris and trash that could be blown off-site by wind. Construction equipment or vehicles could track out dirt from the site. The Project site has the potential to attract graffiti during the construction phase. However, Mitigation AES 2.2-1 (Construction Phase Visual Impacts) ~~with mitigation~~, requires implementation of a variety of measures that include construction site screening, location of staging areas, security lighting, disposal of trash and debris, and street cleaning requirements, among others, that will reduce these temporary construction phase

visual impacts ~~would be reduced~~ to a less than significant level ~~(See Mitigation Measure AES 2.2-1 Construction Phase Mitigation Measure)~~ (**Class II**).

Utilities and Mechanical Features

~~Elements of new~~ Onsite ~~utilities~~ utility elements such as backflow preventers, water meter assemblies, gas meters, power meters, cable TV pedestals, and other ground and roof mounted mechanical equipment such as heating, ventilation, and air conditions (HVAC) units, that could not be located underground, could result in adverse visual impacts unless adequately screened, housed, or otherwise ~~helped to~~ blended into the overall fabric of the development. Mitigation Measure AES 2.2-1 would require ~~However, the proposed residential Project, in common with the adjacent developed business park on lots 1 and 3, would provide~~ screening through appropriate use of landscape for ground mounted facilities and parapets and housing to screen roof-mounted equipment as required by City Code and policy. The only exception would be meters that must be accessed in order to be read and for emergency turnoff. These would be either housed in accessible wall or ground-mounted cabinets or painted to match the building exterior ~~(See Mitigation Measure AES 2.2-1)~~. ~~Therefore, the~~ With these mitigations, potential aesthetic impacts associated with utilities and mechanical features would be less than significant (**Class II**),

Maintenance

Landscaping: The Project's business park landscaping is fully established and adequately maintained, providing an enhanced streetscape that benefits the surrounding community. Its parking lots and the areas immediately surrounding site buildings are also landscaped and professionally maintained and therefore do not detracted from the visual quality of the development itself or the surrounding community (**Class III**). Revision of the parking lot following approval of the pending General Plan Amendment and recordation of the final map for the new residential Project would result in the removal of some existing mature landscape to make way for realignment of access and some additional parking. However, that landscape will be replaced immediately upon completion of the parking lot changes and the visual impact of the loss would be brief and less than significant (**Class III**).

Once development occurs on the vacant residential site, landscaping will be installed and professionally maintained by the developer for the first five years and subsequently by the community's Homeowner's ~~or Property Owner's~~ Association pursuant to City policy. The HOA ~~or POA~~ would be required to ~~develop and~~ adopt an annual budget to cover the costs of professional management and maintenance and would be empowered to assess each benefitting property owner its pro rata share of the costs of ~~annual~~ management and maintenance, including the authority to enforce payment through legal action including the recordation of a lien, as required by Mitigation Measure AES 2-2 (**Class II**).

The Goleta Municipal Code requires screening of trash bins. As part of the Project's regular maintenance, either the City's provider or the Project's contractor would be required to provide adequately sized trash bins in easily accessible areas, and management would be required to ensure regular pick-up to avoid overfill and spillage. Failure to comply could result in enforcement action by the City. With professional management and regular maintenance, the new residential Project would have a less than significant impact on the visual quality and character of the site and the surrounding area (**Class II**).

Buildings: Existing buildings on Lots 1 and 3 are professionally maintained and repairs made as needed to exterior facades, parking lot and building security light fixtures, and other built elements of the site. Therefore, the developed business park does not detract from or degrade the visual quality and character of the site or the surrounding area (**Class III**). The proposed residential development ~~on the remaining contiguous vacant lots~~ would be professionally maintained by its HOA as required by Mitigation Measure 2-2 and would not detract from the visual quality of the development or the surrounding community, resulting in a less than significant impact (**Class II**).

Roadways and Parking Areas: Roadways and parking areas in the business park area (Lots 1 and 3) are professionally maintained on a regular basis and do not detract from the visual character and quality of the site or surrounding area. The proposed residential development would also be professionally managed by its HOA as required by Mitigation Measure 2-2. The maintenance of common area drives and parking areas would be part of the responsibility of the HOA ~~as provided in its bylaws~~ and would be covered as part of its annual budget. Therefore, these areas would be maintained on a regular basis including regular sweeping, and thus would not have a significant impact on the visual quality of the site and surrounding area (**Class II**).

Impacts on Designated Views from Designated Public Scenic Vantage Points and/or Scenic Highways/Corridors

Impact AES 3: Does the project have the potential to create significant adverse aesthetic impacts through obstruction of public views or (Appendix G) have a substantial adverse effect on a scenic vista or substantially damage a scenic or historic resource within a State or locally designated scenic highway corridor.

~~and~~

Impact AES 3-1: 180-degree View from US Highway 101 Scenic Corridor

Significance Before Mitigation: Less Than Significant

U.S. Highway 101 is a locally designated scenic route. It is not, however, a designated State scenic highway or listed as ~~being~~ eligible for that designation. No corridor plan has been developed to control development along the route. The City's GP/CLUP Land Use Element designates the still-vacant parcels located along the corridor ~~that are a part of the Project site for residential development at a maximum density of 20 units per acre~~ as part of the Central Hollister Residential Development Area (Policy LU 8). The General Plan has intended the development of this portion of the Project site for the uses and densities proposed and notes that the vacant parcels located in the Central Hollister Residential Development Area ~~this area, which includes this Project site,~~ "collectively include a large portion of the residential development capacity defined by this Plan." Based on the GP/CLUP the City has intended the development of ~~this portion of~~ the Project site for the uses proposed at an even higher density.

The U.S. 101/UPRR corridor ~~itself~~ runs along the entire length of the north boundary of the ~~vacant,~~ proposed residential Project site. Southbound motorists traveling at typical speed along the freeway could briefly glimpse the Project site. In its post-development condition, the site would allow views of the tops of residential structures for a portion of the length of the site until that view is blocked by the tall eucalyptus windrow in the foreground. This view of the tops of the residential structures would replace an existing view of the top of the office/light industrial building on Lot 1 and a vacant lot. The designated viewshed within this scenic corridor is a 180-

degree view with a north-facing axis targeted to the Santa Ynez Mountains and foothills. The Project site does not fall within the intended, protected viewshed of this scenic corridor and, therefore, its development pursuant to the City's design standards would have a less than significant impact on it. (**Class III**).

The southbound freeway off-ramp may be considered part of the scenic corridor, though this is not specified in GP/CLUP Figure 6-1. As motorists exit the freeway at Los Carneros Road, the Project site comes into view during the gradual ascent of the off-ramp as it climbs to the level of the Los Carneros Road overpass. At approximately halfway up the off-ramp, beyond the eucalyptus windrow, motorists are nearly even with the eastern end of the Project site. At this location motorists would begin to see the tops of the Project's residential structures and landscaping situated immediately adjacent to the south side of the UPRR right-of-way. The post-project views of the tops of the Project's structures would replace similar existing views of the tops of the building on Lot 1 and the vacant lot where the Project would be developed. Side and rear setbacks of the most proximate structures would maintain distant horizon views of the Santa Barbara Channel toward the southeast. There would be no loss of southerly views of scenic coastal plain features that may be visible over the Los Carneros Road raised overpass. Once motorists have proceeded far enough up the off-ramp to more advantageous viewing elevations, they will have traveled past the Project site. Therefore, visual impacts of the Project's features upon southeasterly views from the freeway off-ramp are considered less than significant (**Class III**).

Impact AES 3-2: 360-degree GP/CLUP Scenic Vantage Point Views from the Los Carneros Road Overpass.

Significance Before Mitigation: Less than Significant

The existing business park development and the proposed residential component Project site would be visible to the southwest from the top of the Los Carneros Road freeway overpass. This designed scenic vantage point is located at the peak elevation of the overpass. The location represents the best opportunity for southbound travelers a portion of the Project from Los Carneros Road. The elevated portion of the overpass also offers southbound travelers broad views of the coastal plain to the south as well as views of the Santa Ynez ridgeline and foothills to the north and the Los Carneros Lake and associated woodlands to the north and northeast respectively.

As illustrated by the photographic simulation provided in Figure 4.1-5, photos 5b and 5c, the addition of residential structures with mean roof heights ranging from 23 feet to 35 feet above grade elevations of 26.5 feet to 40.2 feet would introduce buildings with peak rooftop elevations of 62 feet to 71 feet amsl. Buildings at the northeast corner of the site would be the most prominent Project site feature as seen from this vantage point and would be approximately 35 feet in height. The roofline of the structure would appear similar in height to the rooflines of the existing buildings on Lots 1 and 3. Although the Project would introduce new structures into the existing panoramic view from the Los Carneros Road overpass to the southwest, these structures would not obstruct views of the important scenic resources identified in the City's General Plan (Policy VH 1.1) and, therefore, this impact would be less than significant (**Class III**).

Impact AES 3-3: 180-degree View from Los Carneros Road at Calle Koral

Significance Before Mitigation: Less than Significant

The intersection of Los Carneros Road and Calle Koral is a GP/CLUP designed scenic vantage point with a 180-degree, north facing viewshed. Figure 4.1-6, photos 6b and 6c, provides photographic simulations of a northwesterly view from the intersection of Calle Koral and Los Carneros Road. The simulation eliminates existing Project landscaping (View 6b), as the proposed residential Project would remove trees and landscaping that currently conceal the existing building on Lot 1. The Project's entrance road and residential buildings would be seen as a small part of the overall view at the southwest point of its radius. As shown in the visual simulation provided in Figure 4.1-6, photo 6c, landscaping installed with the development of the proposed residential Project would conceal the existing building on Lot 1 and portions of the residential Project structures. The viewing distance to the closest visible residential structure would be approximately 160 feet. The structure would rise above the lower portion of the overpass and its associated landscaping and could block a small portion of the now open view across the site to the Santa Ynez Mountains; however, those same effects are also created by existing landscaping and buildings that presently occupy the business park area of the Project site, so the proposed development would result in very little change from the existing condition. The most expansive northerly view from this vantage point is targeted to the ridgeline and remains available to the east of the Project site. Therefore, the impact on scenic mountain views from this public scenic vantage point would be less than significant (**Class III**).

Impact AES 3-4: Sensitivity to Impacts on Non-designated Public Views and Private Viewshed.

Significance Before Mitigation: Less Than Significant

The Goleta Municipal Code does not protect private views. However, GP/CLUP Policy VH 1.8 states that, "[p]roject development and architecture shall be considerate of private views." In general, the City implements this provision by requiring developers to avoid the obliteration of existing private views by adjusting the height and location of buildings within a site where practicable to preserve at least a portion of the previously existing viewshed.

Views from Buildings South of the Project Site:

The University Business Center is situated below the grade of Los Carneros Road and surrounded by mature landscaping. Views of the Project site are intermittent as are distant long-range views of the Santa Ynez Mountains due to the variations in grades; the Center's parking lot and Los Carneros Road parkway landscape vegetation; and the raised US Highway 101/UPRR ROW. The Project's podium buildings would block what little view exists. However, since existing views are not considered "scenic" in the City's GP/CLUP, are not from residential uses, and are from places of business not dependent on views, these impacts are considered less than significant (**Class III**).

Views from Residential Units East of the Project Site

From some locations within the office buildings on Lots 1 and 3 and ancillary outdoor areas, northerly-oriented private views of the site in the foreground and distant Santa Ynez Mountains in the background are currently available and would be blocked by the Project. The Project would include a buffer area between uses that would preserve some level of views over the tops of the Project-related buildings. These buffers include pockets of open space and a 20-foot

wide bike trail and fire access lane the entire length of the southern boundary. Since existing distant views are not considered "scenic" in the City's GP/CLUP; are not from residential uses; and are from places of business not dependent on views, these impacts are considered less than significant (**Class III**).

The University Business Center is situated below the grade of Los Carneros Road and surrounded by mature landscaping. Views of the Project site are intermittent, as are distant long-range views of the Santa Ynez Mountains due to the variations in grades; the Center's parking lot and Los Carneros Road parkway landscape vegetation; and the raised US Highway 101/UPRR ROW. The Project's podium buildings would block limited existing views. However, since existing views are not considered "scenic" in the City's GP/CLUP; are not from residential uses; and are from places of business not dependent on views, these impacts are considered less than significant (**Class III**).

Views from the Willow Springs I residential units at the east terminus of Calle Koral to the southeast would be changed as they currently look across open area within the northwest portion of the site. However, most private views of the site from within the Willow Springs I area are constrained or blocked by the raised freeway overpass, soil stockpiles, and landscaping. Moreover, they are limited to a few second-story windows and balconies along the northwest perimeter. Also, due to the configuration of Willow Springs I and the spacing and clustering of residential buildings and landscaping within the development, unimpeded northerly views of the mountains are rare from areas within the interior of the development. Where glimpses of the mountains can be seen, the views are not expansive in the northwest directions. Existing private views toward the Santa Ynez Mountains from within the Willow Springs I area (such as the view shown in Figure 4.1-9, photo 9c) would be less than significant (**Class III**).

The eastern end of Cortona Drive is oriented directly toward the Project site and ~~is slated~~ and would be extended into the Project site by the new Tecolotito Creek bridge to ~~become the secondary emergency vehicle road and to~~ provide continuous pedestrian and bike path connection through the Project site. The east terminus of Cortona Drive currently abuts ~~the~~ Tecolotito Creek ~~riparian corridor of Tecolotito Creek~~. At this location ~~the Project~~ construction of the bridge would remove riparian and freshwater marsh vegetation ~~for construction of the span bridge~~ from the creek and would extend through the SPA. Views of the developed portion of the Project site from this location would be opened up. Looking over the bridge into the Project site may include views of the alley-loaded units, Village Way, podium buildings and 4-plexes. However, since the Project would provide an SPA on either side of the bridge and restore any habitat in the creek damaged by bridge construction, this change in view would not depreciate existing ~~significant~~ views of visual resources. Impacts would be less than significant (**Class II**).

Hollister Avenue affords scenic views of the Santa Ynez Mountains. As described above, the Project site would be situated approximately 750 feet north of Hollister Avenue, north the 4-way intersection with Los Carneros Road. Because of the distance from the roadway and the lack of site visibility due to the intervening office buildings and surrounding landscaping, the Project would not interfere with views of the Santa Ynez Mountains from this location. Therefore, the Project would have a less than significant impact (**Class III**) on scenic mountain views from Hollister Avenue.

The Los Carneros Road overpass, Los Carneros Road near its intersection with Calle Koral, and the scenic corridor of U.S. 101 have been identified in the General Plan as having scenic views worthy of protection. Of these three GP/CLUP designated vantage points, two are

targeted towards the ridgeline of the Santa Ynez Mountains north of the Project site. The Village at Los Carneros residential development proposed for the vacant lots that abut developed lots 1 and 3 would not adversely impact those views.

The visibility of the Project site is considerably constrained by the presence of adjacent structures and landscaping, distances from viewing locations, and natural and man-made topography. To the extent that the site is visible from any viewpoint, the proposed new development would have limited to no impact on the primary view targets and identified protected scenic resources. Development of the entirety of the Project site has been intended since the 1980's and is reflected in prior development approvals granted by Santa Barbara County and by specific reference and analysis in the GP/CLUP and its FEIR. The only nearby scenic corridor is not a State designed or eligible scenic highway and no corridor plan has been developed to control the corridor viewshed. State laws protecting State designated and eligible scenic routes do not apply to these locally designated corridors. Accordingly, the City's GP/CLUP is the only document governing the suitability of development along the corridor. The Project's impact on views of protected scenic resources from Plan designed public vantage points would be less than significant for all relevant locations and consistent with the City's General Plan policies and the mitigation measures called out in the GP/CLUP FEIR (**Class III**).

Light and Glare

Impact AES 4: Would the project would introduce new sources of light and glare?

Significance Before Mitigation: Less Than Significant

The developed portions of the Project already introduced sources of night lighting into the site and the surrounding area. Development of the remaining vacant contiguous parcels would introduce additional point sources of light emanating from windows of the residential structures, and exterior light fixtures along internal streets and walkways, and within parking areas. Perimeter landscaping would reduce light spillover to some extent. However, the primary method by which the City ensures appropriate reduction of light and glare impacts is the Goleta GP/CLUP Visual and Historic Resource Sub-policy VH 4.12 requirement for dark sky compliant lighting fixtures for exterior lighting. The submittal of a photometric plan and lighting cutsheets is required to demonstrate consistency with this GP/CLUP subpolicy. Complying with the GP/CLUP subpolicy VH 4.12 will ensure that potential light spillover impacts are less than significant (**Class III**). Impacts associated with lighting on the Tecolotito Creek ESHA and SPA are addressed in the Biological Resources Section of the EIR and are reduced to a less than significant level by Mitigation Measures imposed in that Section.

4.1.4 Cumulative Impacts

As indicated in Section 3.0 *Related Projects*, there are numerous pending developments citywide that would contribute to the continued urbanization of the City. The City's GP/CLUP identified those areas that have been determined to be appropriate locations for growth. The City's General Plan FEIR identified potentially significant impacts to scenic resources as a result of the build out of the GP/CLUP. It determined that implementation of the GP/CLUP in significant residual impacts to scenic corridors and key viewpoints and to the City's visual character that could not be mitigated to a less-than-significant level. Very importantly for purposes of assessing cumulative impacts, the GP/CLUP FEIR specifically addressed aesthetic impacts associated with the cumulative development occurring in the general vicinity of the

Project site, and further addressed the potential for adverse impacts to views from public viewing areas resulting from the future development of vacant land located between U.S. 101 and Hollister Avenue.

The FEIR concluded that with the implementation of General Plan policies VH2 and VH4 and their related subpolicies, the visual impacts resulting from the development of vacant land located between U.S. 101 and Hollister Avenue would be reduced to a less than significant level. The FEIR further determined that future development in the vicinity of U.S. 101 and Los Carneros Road, designed in accordance with GP/CLUP policies for residential development and consistent with its policies for viewshed protection, would not substantially degrade the existing visual character of the area. Impacts on light and glare were considered less than significant in the cumulative condition as portions of the Project site already are a part of the ambient night lighting of the area, and the portion of the site that remains undeveloped would comply with City policies on lighting, reducing its impact to less than significant and its cumulative contribution to less than cumulatively considerable. The analysis of the specific impacts of proposed and existing development on the Project site have been found to be less than significant or less than significant with mitigation. Accordingly, although the cumulative development contemplated for the City might have significant and unavoidable impacts on aesthetics and scenic resources pursuant to the General Plan FEIR, the proposed Project would not make a cumulatively considerable contribution to those impacts and therefore would be less than significant (**Class II**).

4.1.5 Mitigation Measures

Impact AES 2: The project would have the potential to impact visual resources of the Coastal Zone or other visually important area such as a scenic travel corridor, conflict with any policies set forth in the City's GP/CLUP, demonstrate incompatibility with surrounding uses, structures, or intensity of development, lack adequate landscaping, propose extensive grading visible from public areas, or (Appendix G) substantially degrade the visual quality of the site or its surroundings?

AES 2-1: Construction Phase Visual Impacts:

The Permittee must implement the following to reduce potential visual impacts resulting from the construction of the proposed residential component of the Project on Lots 2, 4, 5, 6, and 7 of Tract 14,500:

a. The construction site must be fenced by a chain link fencing with green fabric backing installed in locations visible from public roads and adjacent properties.
b. The construction site must be maintained free of debris and trash. It is the general contractor's and site superintendent's responsibility to ensure that sufficient numbers of trash containers are available on the site and located so that they are easily accessible from all construction locations. Trash containers must be covered and lids must remain closed unless trash is being deposited. Workers must be detailed at the end of the working day to clear trash and debris from the construction site, ensure that construction materials are properly stored or stacked, and that construction equipment is appropriately stored.

c. Steel shaker plates must be installed over gravel at all site construction entrances to reduce track out.
d. Adjacent streets must be cleaned at least once each day to remove construction debris and tracked out dirt and dust.
e. A construction staging area must be maintained free of trash and debris. Concrete washout areas must be surrounded by secondary containment and cleaned out at the end of each working day.
f. Sufficient numbers of sanitary facilities must be provided around the construction site so as to be easily accessible to workers and must be maintained in a clean and sanitary condition. Sanitary facilities must be placed on pads and provided with secondary containment and secured to the ground to avoid tip-over.
g. Gravel bags used to prevent runoff from entering the public storm drain must be promptly replaced when broken and the spilled gravel promptly removed.
h. Dirt stockpiles must be covered with tarps.
i. Security lighting must meet the City's dark sky compliant requirements to prevent spillover.
j. Grading must be established at the outward edge of the existing riparian corridor. Vegetation must be retained except where removal is required to accommodate construction of storm drain outlets and bridge construction.

Plan Requirements and Timing: Fencing, shaker plates must be installed before the City issues a grading permit and all other requirements must be completed within one week of the issuance of grading permits and before the start of grading activity. These requirements apply through the construction phase of the Project.

Monitoring: Compliance ~~shall~~ will be monitored by the Director of Planning and Environmental Review, or designee. ~~Department of Building and Safety~~

AES 2-2: Maintenance

Before the City issues the ~~1~~st first certificate of occupancy for the Village at Los Carneros residential Project, the Permittee must ensure ongoing maintenance of buildings, common areas, recreational facilities, parking lots, trash disposal areas, and driveways through ~~in~~ an addition to the condition approved in 2008, incorporated by reference and made a part of this condition, which required formation of a HOA ~~or POA~~ to maintain roads, bridges, drainage and water quality control features and street improvements.

a. The Permittee or successor in interest must enter into an agreement, in a form approved by the City Attorney, to install required landscaping and water-conserving irrigation systems as well as maintain required landscaping. ~~for a period of five (5) years from the date of the first certificate of occupancy for any residential unit.~~ The Project Homeowners Association (HOA) is responsible for maintaining all Project landscaping from the end of the Permittee's responsible period ~~for~~ through the life of the Project.
b. Before the City issues the ~~1~~st first certificate of occupancy for any unit or building within the residential Project area, the Permittee must form and incorporate a ~~Resident's Association,~~ Homeowner's Association or other entity acceptable to the City with by laws empowering it to assess and collect

fees from property owners and enforce collection by lien against the property ~~of fees from property owners~~ within the residential Project, including apartment complexes, sufficient to pay the cost of professional management and maintenance of the community as determined by an annual budget prepared by a professional management company and adopted annually by the Board of Directors and to contract for professional property management and other services such as trash collection, landscape maintenance, street cleaning, vector control and such other services as necessary to ensure the long term maintenance of buildings, common areas, recreational facilities, landscaping, streets, driveways and parking lots, exterior lighting, etc.

c. The Permittee must enter into a maintenance agreement, in a form approved by the City Attorney, to promptly remove any graffiti at the Project site.

Plan Requirements and Timing: The Permittee must sign the landscape installation and landscape and common area maintenance agreement, including a 5-year maintenance period, before the City issues the first occupancy permit ~~a LUP~~. Performance securities for installation and maintenance must be reviewed and approved by the Planning and Environmental Review Director or designee before the City ~~issues a LUP~~ approves recordation of the final map.

Monitoring: Before final inspection, the Planning and Environmental Review Director or designee must inspect the site to ensure installation according to the approved plan. The Planning and Environmental Review Director or designee must check maintenance as needed through the maintenance period. Release of any performance security requires appropriate documentation and the signature of the Planning and Environmental Review Director or designee as set forth in the Agreement. Failure of the HOA ~~or POA~~ to maintain Project landscaping and common areas after the Permittee's 5-year obligation is met is subject to code enforcement action.

Impact AES 3: The project would have the potential to create significant adverse aesthetic impacts through obstruction of public views or (Appendix G) have a substantial adverse effect on a scenic vista or substantially damage a scenic or historic resource within a State or locally designated scenic highway corridor.

AES 3-1: Project Consistency with Approved Architectural Plans

The height of structural development shown on final plans cannot exceed the mean height and peak height shown on approved Project exhibit maps. Finished grade must be consistent with the approved final grading plan. Height limitations shown on issued building permit ~~LUP~~ plan sets must be adhered to during construction.

Plan Requirements and Timing: During the framing ~~state~~ stage of construction and before commencement of roofing, the Permittee must submit verification from a licensed surveyor demonstrating that the mean height and peak height of all structures conform to those shown on issued ~~LUP~~ building permit plan sets.

Monitoring: The Planning and Environmental Review Director, or designee, must verify compliance before the City issues building permits. ~~before the City issues any LUP~~, during field inspections, and before commencement of roofing.

AES 3-2: Integration of Utilities in the Project Design

The Permittee must submit a composite utility plan for Planning and Environmental Review Director, or designee, review. All external/roof mounted mechanical equipment (including HVAC condensers, switch boxes, etc.) must be included on all building plans and must be designed to be integrated into the structure and/or screened in their entirety from public view.

Plan Requirements and Timing: Detailed plans showing all external/roof mounted mechanical equipment must be submitted for review by the Planning and Environmental Review Director, or designee, before the City issues a building permit ~~LUP~~.

Monitoring: Before final inspection, the Planning and Environmental Review Director, or designee, must verify installation of all external/roof mounted mechanical equipment per the approved plans.

AES 3-3: Landscape Requirements

Project landscaping must consist of approximately seventy-five percent drought-tolerant native and/or Mediterranean type plant coverage, which adequately complements the Project design and integrates the site with surrounding land uses. Project landscaping must provide partial screening of the site parking areas and structures. Landscaping must also consist of plant species that are known to thrive in the site's specific soil (highly saline) based on soil testing that evaluates soil characteristics to appropriate depths. Invasive plant species are prohibited for use in Project landscape. Excluded species include, but are not limited to, those plants listed as problematic or invasive by the California Native Plant Society, the California Invasive Plant Council, or are listed as "noxious weeds" by the State of California or the federal government. The final landscape plan must identify all of the following: (1) type of irrigation; (2) all existing trees, shrubs, and groundcover by location and species; (3) size of all plantings; (4) a map depicting areas of high saline constrained soils; and (5) the location of all plantings. The plant palette must be adhered to throughout the life of the development.

Plan Requirements and Timing: The Planning and Environmental Review Director, or designee, must review and approve the landscape plan before the City issues a ~~LUP~~ grading permit. A City-designated biologist must review and approve the landscape plan to ensure that the proposed plantings are consistent with the requirements to protect the Tecolotito Creek ESHA, plans for the vegetation of the SPA, and contain no invasive plant species.

Monitoring: Before final inspection, the Planning and Environmental Review Director or designee, in consultation with the approved biologist, must inspect the

Project site to ensure that landscape has been installed consistent with the final approved landscape plan.

Impact AES 4: The project would introduce new sources of light and glare that would be reduced to a less than significant level through compliance with General Plan policy VA 4.12 and appropriate monitoring as specified by the City Planning and Environmental Services Department.

AES 4-1 Lighting

~~Exterior night lighting installed on the Project site must be of low intensity, low glare design and must be hooded to direct light downward into the Project site and to prevent spill over into adjacent sites and must meet dark sky requirements. Exterior lighting must be kept to the minimum required to ensure public safety. These lights must be dimmed after 11 p.m. to the maximum extent feasible without compromising public safety. Upward directed Project lighting is prohibited. All exterior light fixtures must be appropriate for and consistent with the architectural style of the structure and surrounding area. The final lighting plan must include identification of all types, sizes, and intensities of wall mounted building lights and landscape accent lighting. Fixtures or lighting that illuminate entire tree canopies area prohibited.~~ As noted in the analysis section, all outdoor lighting on the Project site shall fully conform to the requirements of General Plan Policy VH 4.12

Plan Requirements and Timing: ~~The locations of all exterior lighting, complete with cut sheets and a photometric plan prepared by a registered professional engineer must be included in a final lighting plan showing the extent of all light and glare emitted by all exterior lighting fixtures. This plan must be reviewed and approved by~~ The Project's lighting plan must be reviewed and approved by the Planning and Environmental Review Director or designee before the City issues ~~an LUP.~~ building permits for residential structures.

Monitoring: Before final inspection, the Planning and Environmental Review Director, or designee, must inspect the Project to ensure that exterior lighting fixtures have been installed consistent with approved plans.

4.1.6 Residual Impacts

The above mitigation measures would reduce Project-specific visual impacts and Project contributions to cumulatively significant visual impacts to less than significant (**Class II**).