



Agenda Item C.1
CONCEPTUAL/PRELIMINARY REVIEW
Meeting Date: August 12, 2025

TO: Goleta Design Review Board

SUBMITTED BY: Brian Hiefield, Senior Planner

SUBJECT: 5611 Hollister Ave. (APN 071-140-083) Changes and additions to the service shop area at the Toyota dealership with California Environmental Quality Act Notice of Exemption Utilizing Section 15332; 24-0036-DRB

DRB ACTIONS FOR CONSIDERATION:

1. Adopt DRB and CEQA Findings provided as Attachment A;
2. Adopt CEQA Categorical Exemption Section 15332(a-e) in-fill development (Attachment B) and direct that the NOE be filed within 5 business days; and
3. Conduct Conceptual/Preliminary review with/without conditions of approval.

PROJECT DESCRIPTION:

The DRB initially reviewed this proposal on Feb. 11, 2025, and then again on July 22, 2025, and continued the item to allow the applicant time to respond to the concerns raised at the meetings. This is a request for a **Conceptual/Preliminary** Review to demolish the existing unpermitted detached service shop structure within the Streamside Protection Area (SPA) and construct a new detached service shop structure outside the SPA. Also proposed is an addition to the service shop that is part of the main building, an attached vehicle delivery canopy, an overhang addition, and façade improvements. The details of the proposed project are as follows:

The new net building square footage added for the project will be 4,302 sq. ft.

The project is located on a parcel totaling 2.78 acres located in the Old Town (OT) zone district.

The project was filed by agent Travis Muilenburg of John Mohoney Architects on behalf of Michael Pacheco of VT Companies, property owner.

BACKGROUND:

The dealership building was constructed in 1987. The current underlying applicable entitlement for this parcel, Development Plan (DP) 19-074-DP, was approved November

2, 2020. At that time Tentative Parcel Map (TPM) 19-072-TPM was approved to split the original parcel into three parcels, one for each dealership. The Final Map associated with the three-lot parcel split was recorded on June 15, 2021. Each of the three dealerships are now on three separate legal lots and operate under three individual development plans.

The 19-074-DP entitlement included the demolition and relocation of the service shop and other minor site improvements. The existing service shop building was constructed without benefits of city review and permits and this project will resolve the issue. The current request, Development Plan Amendment (DPAM) 24-0011-DP, seeks to amend 19-074-DP to include the project described above. The DRB will make Preliminary findings on the design of the project before it is presented to the Planning and Environmental Review Director, who has decision-making authority over Development Plan Amendment 24-0011-DP for the land use of the project.

PREVIOUS DRB REVIEW:

The DRB previously reviewed this project on February 11, 2025, and July 22, 2025, and the minutes can be viewed here:

- 2/11/2025:
https://goleta.granicus.com/DocumentViewer.php?file=goleta_0e1be42b-7baa-4f4f-9e1d-1032b6f01496.pdf&view=1
- 7/22/2025: Minutes not yet approved by the DRB

The DRB provided Conceptual comments at these two meetings and did not take action on the project. The DRB comments included concerns with the proposed size, bulk, and scale, and illumination of some of the additions, including the proposed Toyota entry portal. The DRB also had comments regarding the landscaping. To address these concerns, the current proposal includes a scaled back version of the entry portal and reduced illumination. The plan also includes additional landscaping for the site.

The DRB also had comments regarding the Toyota branding on the building. Please note that all signage depicted on these plans is for reference only. The signage will return to the DRB for review as a separate submittal package.

DISCUSSION:

The entirety of the proposed new square footage for the detached service shop is located behind the existing Building 1 and is not easily visible from the public Right-of-Way. The project also includes additional square footage and façade improvements to Building 1 that will be publicly visible. The majority of the additional square footage for Building 1 is proposed on the east elevation facing Kellogg Ave, while the facade improvements will be on both the east and north elevations. The development is appropriate in size and scale to the on-site development and is compatible with the other uses onsite. The project

conforms to Development Regulations for the OT zoning district (height, setbacks, landscaping, etc.).

The structure height of the proposed detached service shop is 18 feet 4 inches and the height of the proposed additions to Building 1 is 19 feet 10 inches, which are consistent with the 35 feet allowed in the OT zone district.

New landscaping is proposed around the perimeter of the site and in the bioswale as part of the site drainage improvements. Existing landscaping will remain as is. Note that the entire western edge of the project site is screened by existing hedges, which provide good screening of the storage yard/service shop building to the property to the west. Privacy of the neighbors will not be altered as no changes to existing landscaping screening are proposed.

New exterior lighting is limited to the project area depicted on the lighting plans and will not increase light levels at the property lines beyond 0.1 foot-candles as shown on the photometric plan. The existing perimeter lighting outside of the project area is not within the scope of this project and will remain as is.

Note that any signage depicted on the plans is for reference only, including on the proposed Toyota signature brand entry portal on the north side of the building. All new signage will be subject to separate design review and permitting.

The Toyota Dealership is within the Old Town Heritage District, and new developments here would typically be subject to the Goleta Old Town Heritage District Architecture and Design Guidelines (Design Guidelines) pursuant to Title 17, Zoning, Section 17.19.030, Permitting and Processing Requirements in the Old Town Heritage Overlay District. However, the proposed service bay building and additions to the existing building are not considered new development for purposes of the Design Guidelines since they are accessory to an approved use that was entitled prior to the Design Guidelines going into effect. Therefore, the Design Guidelines are not applicable.

The Land Use Element in the General Plan/Coastal Land Use Plan (GP/CLUP) designates the property as Old Town Commercial (C-OT). The C-OT designation permits a wide range of local- and community-serving retail and office uses. A major purpose is to enhance the physical and economic environment for existing businesses and uses of the Old Town commercial district. Land Use Element Policy LU 3.4 allows for a number of retail uses, including automobile sales. Further, LU 3.4(d) recognizes existing heavy commercial uses, such as automobile services and repair, as allowed uses. This project complies with the C-OT designation as the existing automobile service and repair uses are not being significantly expanded and are accessory to the existing entitled dealership.

The DRB needs to determine if the proposed changes address the previous concerns expressed and if the proposal is consistent with the policy and development standards applicable to the site.

ENVIRONMENTAL REVIEW (NOE):

Pursuant to the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code, §§ 21000 et seq.), the regulations promulgated thereunder (14 Cal. Code of Regulations, §§ 15000, et seq.), and the City's Environmental Review Guidelines, the project has been found to be exempt from CEQA. Specifically, the project is categorically exempt from environmental review pursuant to CEQA Guidelines §15332, meeting the conditions described in subsections a-e for in-fill development as follows:

- a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

The General Plan Land Use and Zoning designation for this parcel is OT, which allows certain existing heavy commercial uses in Old Town, such as this auto sales, services and repair, to remain as permitted uses. The project conforms to Development Regulations for the Old Town (OT) zoning district (height, setbacks, landscaping, etc.).

- b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The project is within the Goleta city limits, is 2.78 acres, and is surrounded by urban uses on all sides.

- c) *The project site has no value as habitat for endangered, rare or threatened species.*

The site has no value as habitat for endangered, rare or threatened species as the project site is currently fully developed with commercial uses. The proposed demolition and new construction improvements have been designed to conform to General Plan Policy CE 2.2, which establishes a 100' wide Streamside Protection Area adjacent to creeks to further protect potential habitat areas. To avoid impacts to a variety of common urban-adapted bird species that could be nesting in the area, and protected by the Federal Migratory Bird Treaty Act, the project construction will be conditioned to occur outside the bird nesting season (February 1st through September 1st). If construction activities must occur during the nesting season, pre-construction bird surveys must be performed by a City qualified biologist twice within one week prior to construction activities.

- d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

The existing site is developed with auto sales, services and repair and the proposed improvements are in keeping with the existing use occurring on the site. The project is anticipated to generate 14 additional PM Peak Hour trips. Nearby roadways and intersections will still operate at acceptable levels pursuant to

General Plan Policy TE 4.1 (LOS C or better). Noise will decrease overall as the site will no longer use the PA system in the service department. Air quality will be substantially similar to existing levels for the project site. Water quality will increase with the bio-filtration system proposed with the project.

e) *The site can be adequately served by all required utilities and public services.*

The site is currently served by all required utilities and public services, and the project will not require an increase in service for any of the required utilities.

The City of Goleta is acting as the Lead Agency and a Notice of Exemption is proposed to be adopted, included as Attachment B.

Moreover, none of State CEQA Guidelines section 15300.2's exceptions to the Class 32 exemption apply to the project. The exception set forth in State CEQA Guidelines section 15300.2(a), by its own terms, does not apply to projects that fall within the Class 32 exemption; moreover, the project will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted pursuant to law by federal, state, or local agencies. Section 15300.2(b)'s exception, relating to cumulative impacts, does not apply as technical reports in the record of proceedings demonstrate that the project would not result in significant cumulative impacts; moreover, there are no other successive projects of the same type in the same place that could result in significant cumulative impacts.

Section 15300.2(c)'s exception does not apply because there are no "unusual circumstances" that apply to the project; construction of commercial buildings as urban infill on commercially zoned land next to existing development does not constitute an unusual circumstance. Section 15300.2(d)'s exception does not apply because the project is not located near a highway officially designated as a state scenic highway. Section 15300.2(e)'s exception does not apply because the project site and off-site improvement locations do not contain hazardous waste and are not on any list compiled pursuant to Section 65962.5 of the Government Code. Finally, Section 15300.2(f)'s exception does not apply because the project has no potential of causing a substantial adverse change in the significance of a historical resource as there are no buildings of historic significance on the project site nor any nearby that would be impacted by the development and the site has a low potential for discovery of archaeological resources given previous disturbance and the minimal ground disturbance associated with the project.

Consistent with the requirements of the Class 32 requirements above, and pursuant to CEQA Guidelines §15300.2, *Exceptions to the Exemption*, the entirety of the project falls within the Class 32 Exemption set forth in State CEQA Guidelines section 15332.

NEXT STEPS AND ASSOCIATED LAND USE ACTION:

If the DRB grants the applicant's request, the next steps include: (1) a 10-day appeal period (DRB) (2) Director action on the DPAM; (3) a 10-day appeal period following the

Director action; (4) Final DRB Review (if no appeals are filed); (5) ministerial issuance of a Zoning Clearance to effectuate the DPAM; and (6) Building Permit issuance.

If the project is appealed and the appeal is upheld, the DRB's Preliminary Approval will be rescinded and the DRB process will start over.

ATTACHMENTS:

- A – Findings for Approval
- B – Notice of Exemption
- C – Project Plans
- D – Previous Project DRB Review Packet 2020

ATTACHMENT A

FINDINGS OF APPROVAL

Attachment A
DRB Findings and California Environmental Quality Finding
Toyota Development Plan Amendment
Case No. 24-0036-DRB

DESIGN REVIEW FINDINGS (GMC SECTION 17.58.080)

1. The development will be compatible with the neighborhood, and its size, bulk and scale will be appropriate to the site and the neighborhood.

Given that the bulk of the new square footage is in the rear storage yard area, screened by the existing building/landscaping and the square footage that is visible from the public Right-of-Way will have a large setback (86 feet when 10 is required), the project will have minimal change as viewed from the public right-of-way. Further, the development is appropriate in size and scale to the on-site development and is compatible with the other uses occurring on site. Lastly, the project has been designed so that the noise generating activities are oriented to face the other dealership uses.

2. Site layout, orientation, and location of structures, including any signage and circulation, are in an appropriate and harmonious relationship to one another and the property.

The site layout, orientation, and location of new structures and modifications are appropriate because many of the improvements associated with the shop area will occur behind existing dealership buildings and will not be readily visible to the public. The changes that are visible to the public are appropriate because they are in keeping with the existing design of the building and the structures are consistent with the height requirements of the zoning ordinance (19 feet 10 inches for the service shop and 16 feet 8 inches for the additions to Building 1 when up to 35 feet is allowed).

3. The development demonstrates a harmonious relationship with existing adjoining development, avoiding both excessive variety as well as monotonous repetition, but allowing similarity of style, if warranted.

The project will have little effect on the appearance of the neighborhood as the majority of the improvements to the service area are screened by the existing building and what will be visible is minor in nature. The changes that are visible are harmonious with the existing dealership on the property and the other commercial buildings along with this portion of S. Kellogg Avenue.

4. There is harmony of material, color, and composition on all sides of structures.

The minimal exterior improvements that are visible from the right-of-way are in keeping with the existing design of the building for colors and materials. The other structural improvements are not visible from the right-of-way.

5. Any outdoor mechanical or electrical equipment is well integrated in the total design and is screened from public view to the maximum extent practicable.

No new outdoor mechanical or electrical equipment is proposed.

6. The site grading is minimized, and the finished topography will be appropriate for the site.

Minimal grading is proposed and will be limited to foundation work for new structures and drainage improvements. The finished topography will remain the same.

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

New landscaping is limited to the proposed bioswale as part of the site drainage improvements. The existing landscaping at the dealership will remain as is. Note that the entire western edge of the project site is screened by existing hedges, which provide good screening of the storage yard/service shop building to the property to the west.

8. The selection of plant materials is appropriate to the project and its environment, and adequate provisions have been made for long-term maintenance of the plant materials.

The selected plant materials will be appropriate for the bioswale and aesthetically compatible. The remainder of the existing landscaping will remain as is with no changes.

9. All exterior lighting, including for signage, is well designed, appropriate in size and location, and dark-sky compliant.

New exterior lighting is limited to the project area and will not increase light levels at the property lines. The existing perimeter lighting outside of the project area will remain as is. As provided, the photometric plan submitted as part of this project demonstrates that the new lighting fixtures will meet the city's lighting standards.

10. The project architecture will respect the privacy of neighbors, is considerate of private views, and is protective of solar access off site.

Privacy of the neighbors will not be altered as no changes to existing landscaping screening at the rear of the property are proposed. The entire western edge of the

project site is screened by existing hedges, which provide good screening of the storage yard/service shop building to the property to the west.

11. The proposed development is consistent with any additional design standards as expressly adopted by the City Council. (Ord. 20-03 § 6).

The project is located within the Old Town zoning district and the site is subject to the Old Town Heritage District Architectural and Design Guidelines (Design Guidelines). The proposed service bay building and additions to the existing building are not considered new development for purposes of the Design Guidelines since the service bay building and additions are accessory to the approved use that was entitled prior to the Design Guidelines going into effect. The design of the existing building was approved prior to the Design Guidelines going into effect and the proposed façade improvements are in keeping with the existing design. Therefore, the Design Guidelines are not applicable.

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDING

Pursuant to the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code, §§ 21000 et seq.), the regulations promulgated thereunder (14 Cal. Code of Regulations, §§ 15000, et seq.), and the City's Environmental Review Guidelines, the project has been found to be exempt from CEQA. Specifically, the project is categorically exempt from environmental review pursuant to CEQA Guidelines §15332, meeting the conditions described in subsections a-e for in-fill development as follows:

- a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

The General Plan Land Use and Zoning designation for this parcel is OT, which allows certain existing heavy commercial uses in Old Town, such as this auto sales, services and repair, to remain as permitted uses. The project conforms to Development Regulations for the Old Town (OT) zoning district (height, setbacks, landscaping, etc.).

- b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The project is within the Goleta city limits, is 2.78 acres, and is surrounded by urban uses on all sides.

- c) *The project site has no value as habitat for endangered, rare or threatened species.*

The site has no value as habitat for endangered, rare or threatened species as the project site is currently fully developed with commercial uses. The proposed demolition and new construction improvements have been designed to conform to General Plan Policy CE 2.2, which establishes a 100' wide Streamside Protection Area adjacent to creeks to

further protect potential habitat areas. To avoid impacts to a variety of common urban-adapted bird species that could be nesting in the area, and protected by the Federal Migratory Bird Treaty Act, the project construction will be conditioned to occur outside the bird nesting season (February 1st through September 1st). If construction activities must occur during the nesting season, pre-construction bird surveys must be performed by a City qualified biologist twice within one week prior to construction activities.

- d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

The existing site is developed with auto sales, services and repair and the proposed improvements are in keeping with the existing use occurring on the site. The project is anticipated to generate 14 additional PM Peak Hour trips. Nearby roadways and intersections will still operate at acceptable levels pursuant to General Plan Policy TE 4.1 (LOS C or better). Noise will decrease overall as the site will no longer use the PA system in the service department. Air quality will be substantially similar to existing levels for the project site. Water quality will increase with the bio-filtration system proposed with the project.

- e) *The site can be adequately served by all required utilities and public services.*

The site is currently served by all required utilities and public services, and the project will not require an increase in service for any of the required utilities.

The City of Goleta is acting as the Lead Agency and a Notice of Exemption is proposed to be adopted, included as Attachment B.

Moreover, none of State CEQA Guidelines section 15300.2's exceptions to the Class 32 exemption apply to the project. The exception set forth in State CEQA Guidelines section 15300.2(a), by its own terms, does not apply to projects that fall within the Class 32 exemption; moreover, the project will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted pursuant to law by federal, state, or local agencies. Section 15300.2(b)'s exception, relating to cumulative impacts, does not apply as technical reports in the record of proceedings demonstrate that the project would not result in significant cumulative impacts; moreover, there are no other successive projects of the same type in the same place that could result in significant cumulative impacts.

Section 15300.2(c)'s exception does not apply because there are no "unusual circumstances" that apply to the project; construction of commercial buildings as urban infill on commercially zoned land next to existing development does not constitute an unusual circumstance. Section 15300.2(d)'s exception does not apply because the project is not located near a highway officially designated as a state scenic highway. Section 15300.2(e)'s exception does not apply because the project site and off-site improvement locations do not contain hazardous waste and are not on any list compiled pursuant to Section 65962.5 of the Government Code. Finally, Section 15300.2(f)'s

exception does not apply because the project has no potential of causing a substantial adverse change in the significance of a historical resource as there are no buildings of historic significance on the project site nor any nearby that would be impacted by the development and the site has a low potential for discovery of archaeological resources given previous disturbance and the minimal ground disturbance associated with the project.

Consistent with the requirements of the Class 32 requirements above, and pursuant to CEQA Guidelines §15300.2, *Exceptions to the Exemption*, the entirety of the project falls within the Class 32 Exemption set forth in State CEQA Guidelines section 15332.

ATTACHMENT B

CEQA NOTICE OF EXEMPTION

NOTICE OF EXEMPTION (NOE)

To: ☐ Office of Planning and Research
P.O. Box 3044, 1400 Tenth St. Rm. 212
Sacramento, CA 95812-3044

From: City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

☒ Clerk of the Board of Supervisors
County of Santa Barbara
105 E. Anapamu Street, Room 407
Santa Barbara, CA 93101



Subject: Filing of Notice of Exemption

Project Title:

Toyota Development Plan Amendment and Design Review
Case No. 24-0036-DRB and 24-0011-DP

Project Applicant:

Travis Muilenburg of John Mohoney Architects
On behalf of Michael Pacheco of VT Companies, Property Owner

Project Location (Address and APN):

5611 Hollister Avenue
Goleta, CA 93117
County of Santa Barbara
APN: 071-140-083

Description of Nature, Purpose and Beneficiaries of Project:

Demolish the existing detached service shop structure within the Streamside Protection Area (SPA) and construct a new detached service shop structure outside the SPA. Also proposed is an addition to the service shop that is part of the main building, an attached vehicle delivery canopy, an overhang addition, and façade improvements. The total amount of square footage to be added is 10, 585 sq. ft.

The purpose of the project is to remove an existing unpermitted service structure located within the SPA and provide other site improvements to the existing automobile dealership. The beneficiary of the project is the property owner.

Name of Public Agency Approving the Project:

Design Review Board of the City of Goleta

Name of Person or Agency Carrying Out the Project:

Travis Muilenburg of John Mohoney Architects
On behalf of Michael Pacheco of VT Companies, Property Owner

Exempt Status:

☒ Categorical Exemption: § 15332 (a-e) (infill developments)

Reason(s) why the project is exempt:

Pursuant to the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code, §§ 21000 et seq.), the regulations promulgated thereunder (14 Cal. Code of Regulations, §§ 15000, et seq.), and the City's Environmental Review

NOTICE OF EXEMPTION (NOE)

Guidelines, the project has been found to be exempt from CEQA. Specifically, the project is categorically exempt from environmental review pursuant to CEQA Guidelines §15332, meeting the conditions described in subsections a-e for in-fill development as follows:

- a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

The General Plan Land Use and Zoning designation for this parcel is OT, which allows certain existing heavy commercial uses in Old Town, such as this auto sales, services and repair, to remain as permitted uses. The project conforms to Development Regulations for the Old Town (OT) zoning district (height, setbacks, landscaping, etc.).

- b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The project is within the Goleta city limits, is 2.78 acres, and is surrounded by urban uses on all sides.

- c) *The project site has no value as habitat for endangered, rare or threatened species.*

The site has no value as habitat for endangered, rare or threatened species as the project site is currently fully developed with commercial uses. The proposed demolition and new construction improvements have been designed to conform to General Plan Policy CE 2.2, which establishes a 100' wide Streamside Protection Area adjacent to creeks to further protect potential habitat areas. To avoid impacts to a variety of common urban-adapted bird species that could be nesting in the area, and protected by the Federal Migratory Bird Treaty Act, the project construction will be conditioned to occur outside the bird nesting season (February 1st through September 1st). If construction activities must occur during the nesting season, pre-construction bird surveys must be performed by a City qualified biologist twice within one week prior to construction activities.

- d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

The existing site is developed with auto sales, services and repair and the proposed improvements are in keeping with the existing use occurring on the site. The project is anticipated to generate 14 additional PM Peak Hour trips. Nearby roadways and intersections will still operate at acceptable levels pursuant to General Plan Policy TE 4.1 (LOS C or better). Noise will decrease overall as the site will no longer use the PA system in the service department. Air quality will be substantially similar to existing levels for the project site. Water quality will increase with the bio-filtration system proposed with the project.

- e) *The site can be adequately served by all required utilities and public services.*

The site is currently served by all required utilities and public services, and the project will not require an increase in service for any of the required utilities.

NOTICE OF EXEMPTION (NOE)

The City of Goleta is acting as the Lead Agency and a Notice of Exemption is proposed to be adopted, included as Attachment B.

Moreover, none of State CEQA Guidelines section 15300.2's exceptions to the Class 32 exemption apply to the project. The exception set forth in State CEQA Guidelines section 15300.2(a), by its own terms, does not apply to projects that fall within the Class 32 exemption; moreover, the project will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted pursuant to law by federal, state, or local agencies. Section 15300.2(b)'s exception, relating to cumulative impacts, does not apply as technical reports in the record of proceedings demonstrate that the project would not result in significant cumulative impacts; moreover, there are no other successive projects of the same type in the same place that could result in significant cumulative impacts.

Section 15300.2(c)'s exception does not apply because there are no "unusual circumstances" that apply to the project; construction of commercial buildings as urban infill on commercially zoned land next to existing development does not constitute an unusual circumstance. Section 15300.2(d)'s exception does not apply because the project is not located near a highway officially designated as a state scenic highway. Section 15300.2(e)'s exception does not apply because the project site and off-site improvement locations do not contain hazardous waste and are not on any list compiled pursuant to Section 65962.5 of the Government Code. Finally, Section 15300.2(f)'s exception does not apply because the project has no potential of causing a substantial adverse change in the significance of a historical resource as there are no buildings of historic significance on the project site nor any nearby that would be impacted by the development and the site has a low potential for discovery of archaeological resources given previous disturbance and the minimal ground disturbance associated with the project.

Consistent with the requirements of the Class 32 requirements above, and pursuant to CEQA Guidelines §15300.2, *Exceptions to the Exemption*, the entirety of the project falls within the Class 32 Exemption set forth in State CEQA Guidelines section 15332.

City of Goleta Contact Person, Telephone Number, and Email:

Brian Hiefield, Associate Planner
805-961-7559; bhiefield@cityofgoleta.org

Signature	Title	Date
-----------	-------	------

If filed by the applicant:

1. Attach certified document of exemption finding
2. Has a Notice of Exemption been filed by the public agency approving the project?
☐Yes ☐No

Date received for filing at OPR: _____

Note: Authority cited: Section 21083 and 211110, Public Resources Code
Reference: Sections 21108, 21152.1, Public Resources Code

ATTACHMENT C

PROJECT PLANS



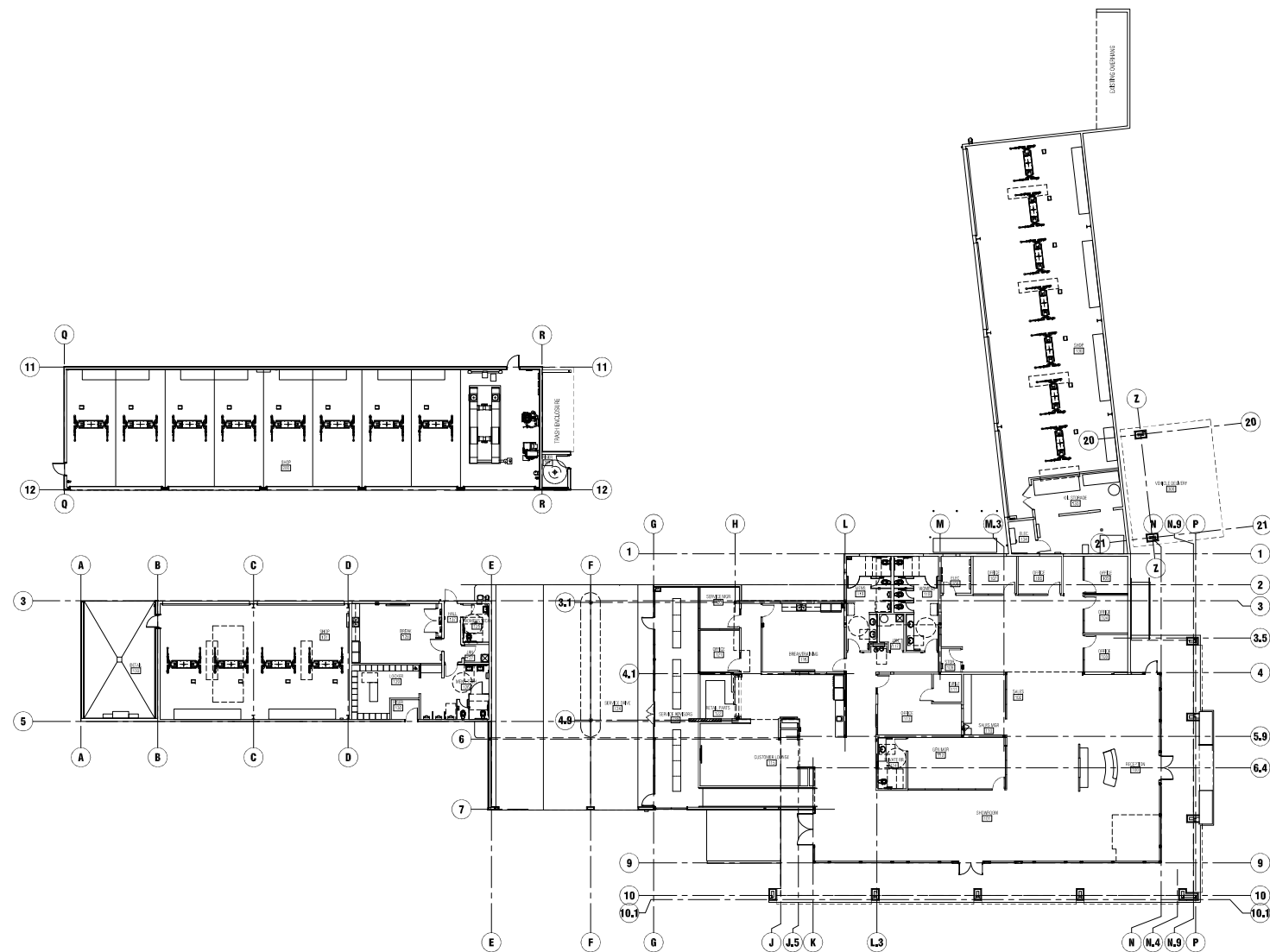
TOYOTA OF SANTA BARBARA
5811 HOLLISTER AVENUE
GOLETA, CALIFORNIA 93117



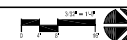
PROJECT NO.: 2216
ISSUE DATE: 1/31/25

OVERALL FLOOR
PLANS

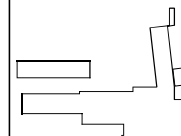
A110



OVERALL FLOOR PLANS



KEY PLAN





GENERAL NOTES









1. DIMENSIONS ARE TO FACE OF SHEATHING UNLESS NOTED OTHERWISE.
2. PROVIDE WALL CONTROL JOINTS IN ALL INTERIOR FRAMED WALL / GYP. BD. WALLS PER DETAIL 200R540

KEYNOTES

- 1 FACED CORNER CONCRETE ABOVE
- 2 EXISTING WOOD FLOOR
- 3 DRAIN HOLE/STAIN AND FLOOR/CEILING IN EXISTING
- 4 NEW 1/2" X 1/2" X 1/2" SCHEDULE 40S SAE AT EXISTING STEEL COLUMN, SACK TO PROVIDE SMOOTH FINISH
- 5 EXISTING REINFORCED CONCRETE WALL BY REAR
- 6 REINFORCED CONCRETE CHAIR TO FLOOR - [SEE SCHEDULE](#)
- 7 EXISTING WALLS
- 8 TO REINFORCE REPAIR - CONCRETE JOINTS
- 9 NEW 1/2" X 1/2" X 1/2" SCHEDULE 40S SAE
- 10 FLOOR FINISH
- 11 CASSIOWAY HOLLOW - CONCRETE E&B PLUMB FROM
- 12 CASSIOWAY PROPERTY OF OWNER - NO TRANSACTIONS THIS LOCATION
- 13 NEW 1/2" X 1/2" X 1/2" SCHEDULE 40S SAE AT EXISTING STEEL COLUMN, SACK TO PROVIDE SMOOTH FINISH
- 14 KEYWAY/REAR BY OWNER
- 15 VENDING MACHINE BY OWNER
- 16 REFRIGERATOR BY OWNER
- 17 HIGH CASH LOCKER A EXISTING HATCH - [SEE SCHEDULE](#)
- 18 SCHEDULE 40S SAE AT EXISTING STEEL COLUMN, SACK TO PROVIDE SMOOTH FINISH
- 19 EXISTING WALLS AND PORTABLE TOOTH TO EXISTING
- 20 CLEAN AND REPAIR/REPAIR WALLS ENCLOSED TO MATCH EXISTING
- 21 MATCH EXISTING - CONCRETE
- 22 EXISTING SPRING EXTENSION SCHEDULE - [SEE SCHEDULE](#)
- 23 KEYWAY/REAR BY OWNER
- 24 DOUBLE THERM LOCKERS BY OWNER
- 25 SCHEDULE 40S SAE
- 26 EXISTING EXHAUST CHIMNEY
- 27 EXISTING STEEL COLUMN
- 28 REINFORCED WALLS LEFT BY OWNER
- 29 IMPROVEMENT BY OWNER
- 30 REINFORCED WALL BY CONCRETE - [SEE SCHEDULE](#)
- 31 EXISTING WALL TO MATCH ADJACENT WALL CONSTRUCTION
- 32 NEW WOOD FLOOR - [SEE SCHEDULE](#)
- 33 NEW WOOD FLOOR WITH PLUMBING AND ELECTRICALS
- 34 CONCRETE CHAIR - [SEE SCHEDULE](#)
- 35 WALL, FLOOR AREA TO ADD IN EXISTING FLOOR/REAR FLOOR - [SEE SCHEDULE](#)
- 36 REINFORCED WALLS CHAIRING TO MATCH ADJACENT WALL
- 37 NEW WOOD FLOOR WITH PLUMBING AND ELECTRICALS
- 38 NEW WOOD FLOOR WITH PLUMBING AND ELECTRICALS
- 39 EXISTING MASONRY BRICK WALL
- 40 NEW STEEL COLUMN - [SEE SCHEDULE](#)
- 41 EXISTING MASONRY
- 42 EXISTING ELECTRICAL PANEL
- 43 EXISTING REFRIGERATOR BY OWNER
- 44 AIR COMPRESSOR BY OWNER
- 45 NEW EXISTING STEP IN FLOOR/REAR
- 46 EXISTING EXISTING EXISTING WALL/DOORWAY
- 47 EXISTING EXISTING EXISTING WALL/DOORWAY
- 48 EXISTING EXISTING EXISTING WALL/DOORWAY
- 49 NEW CONCRETE CHAIR ON GRACE AREA TO MATCH EXISTING
- 50 EXISTING EXISTING WALL, SACK TO PROVIDE SMOOTH FINISH
- 51 ADJACENT EXISTING WALL - [SEE SCHEDULE](#)
- 52 INSULATE THERM WALL IN REAR
- 53 INSULATE THERM WALL IN REAR
- 54 NEW CONCRETE CHAIR ON GRACE AREA TO MATCH EXISTING
- 55 EXISTING EXISTING EXISTING WALL/DOORWAY
- 56 EXISTING EXISTING EXISTING WALL/DOORWAY
- 57 EXISTING EXISTING EXISTING WALL/DOORWAY
- 58 EXISTING EXISTING EXISTING WALL/DOORWAY
- 59 EXISTING EXISTING EXISTING WALL/DOORWAY
- 60 EXISTING EXISTING EXISTING WALL/DOORWAY
- 61 EXISTING EXISTING EXISTING WALL/DOORWAY
- 62 EXISTING EXISTING EXISTING WALL/DOORWAY
- 63 EXISTING EXISTING EXISTING WALL/DOORWAY
- 64 EXISTING EXISTING EXISTING WALL/DOORWAY
- 65 EXISTING EXISTING EXISTING WALL/DOORWAY
- 66 EXISTING EXISTING EXISTING WALL/DOORWAY
- 67 EXISTING EXISTING EXISTING WALL/DOORWAY
- 68 EXISTING EXISTING EXISTING WALL/DOORWAY
- 69 EXISTING EXISTING EXISTING WALL/DOORWAY
- 70 EXISTING EXISTING EXISTING WALL/DOORWAY
- 71 EXISTING EXISTING EXISTING WALL/DOORWAY
- 72 EXISTING EXISTING EXISTING WALL/DOORWAY
- 73 EXISTING EXISTING EXISTING WALL/DOORWAY
- 74 EXISTING EXISTING EXISTING WALL/DOORWAY
- 75 EXISTING EXISTING EXISTING WALL/DOORWAY
- 76 EXISTING EXISTING EXISTING WALL/DOORWAY
- 77 EXISTING EXISTING EXISTING WALL/DOORWAY
- 78 EXISTING EXISTING EXISTING WALL/DOORWAY
- 79 EXISTING EXISTING EXISTING WALL/DOORWAY
- 80 EXISTING EXISTING EXISTING WALL/DOORWAY
- 81 EXISTING EXISTING EXISTING WALL/DOORWAY
- 82 EXISTING EXISTING EXISTING WALL/DOORWAY
- 83 EXISTING EXISTING EXISTING WALL/DOORWAY
- 84 EXISTING EXISTING EXISTING WALL/DOORWAY
- 85 EXISTING EXISTING EXISTING WALL/DOORWAY
- 86 EXISTING EXISTING EXISTING WALL/DOORWAY
- 87 EXISTING EXISTING EXISTING WALL/DOORWAY
- 88 EXISTING EXISTING EXISTING WALL/DOORWAY
- 89 EXISTING EXISTING EXISTING WALL/DOORWAY
- 90 EXISTING EXISTING EXISTING WALL/DOORWAY
- 91 EXISTING EXISTING EXISTING WALL/DOORWAY
- 92 EXISTING EXISTING EXISTING WALL/DOORWAY
- 93 EXISTING EXISTING EXISTING WALL/DOORWAY
- 94 EXISTING EXISTING EXISTING WALL/DOORWAY
- 95 EXISTING EXISTING EXISTING WALL/DOORWAY
- 96 EXISTING EXISTING EXISTING WALL/DOORWAY
- 97 EXISTING EXISTING EXISTING WALL/DOORWAY
- 98 EXISTING EXISTING EXISTING WALL/DOORWAY
- 99 EXISTING EXISTING EXISTING WALL/DOORWAY
- 100 EXISTING EXISTING EXISTING WALL/DOORWAY

NOTE: ALL NOTES MAY NOT BE REFERENCED ON EACH SHEET

SYMBOLS

-  DOOR NUMBER - SEE SHEET A400
 WINDOW FRAME NUMBER - SEE SHEET A220 -
 WALL CONSTRUCTION TYPE - SEE SHEET A550
 RATED WALL CONSTRUCTION - SEE A105, A550
 SHEET INFO.
 CMU WALL
 METAL STUD WALL
 WALL SECTION



KEY PLAN

**JOHN MAHONEY
ARCHITECT**

850 W. ELLIOT ROAD, #108
TEMPE, ARIZONA 85284
www.mahoneyarch.com

TOYOTA OF SANTA BARBARA

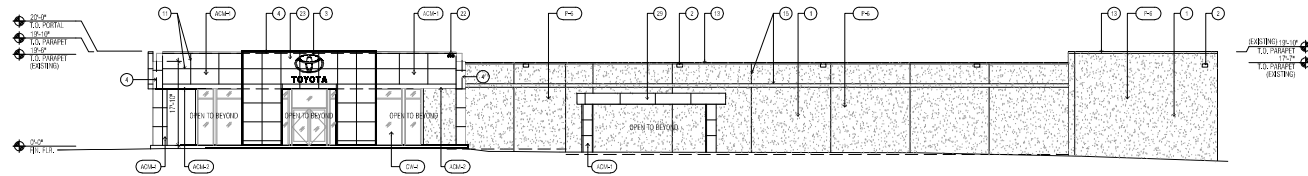


PROJECT NO.: 2216

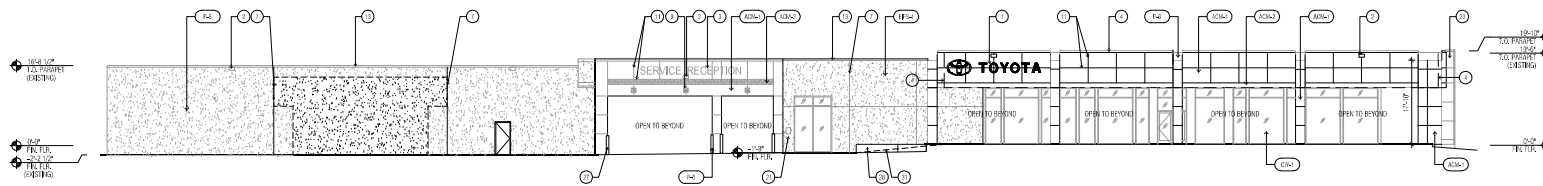
ISSUE DATE: 1/31/25

PARTIAL FLOOR PLAN

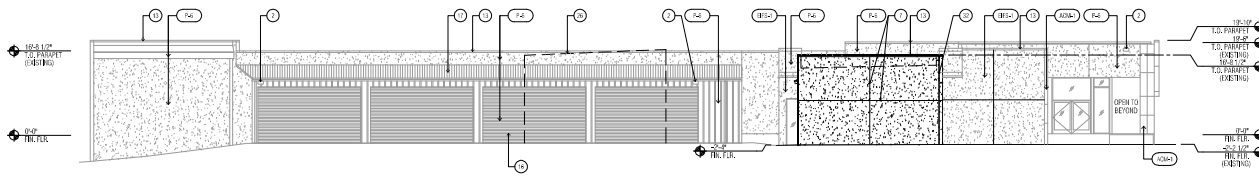
A111



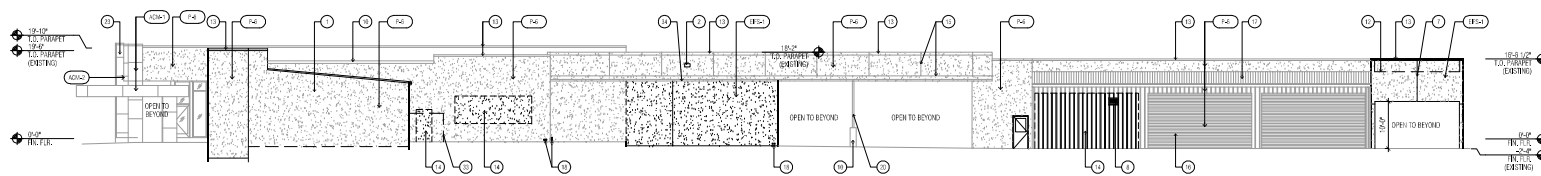
PROPOSED NORTH ELEVATION



PROPOSED EAST ELEVATION



PROPOSED SOUTH ELEVATION



PROPOSED WEST ELEVATION



GENERAL NOTES

1. ALL HOLLOW METAL DOORS AND FRAMES TO BE PAINTED TO MATCH ADJACENT WALL PANEL.
2. WATERPROOF MEMBRANE SHALL BE INSPECTED BY ACM PARTICIPATOR AND MEET AIA AND WATER PROOFING STANDARDS.
3. ALL EXTERIOR SEPARATE SHALL BE IN SEPARATE PERIOD. EXTERIOR SEPARATE SHALL BE IN PERIOD PERIOD.
4. APPLY HEAVY GBS MESH UNDER STANDARD MESH AT ALL HIGH RISK AREAS TO A MINIMUM OF 10% A/C TO THE NEAREST HORIZONTAL JOINTS. JOINTS SHALL BE REINFORCED.

KEYNOTES

1. EXISTING STUCCO
2. NEW WALL PANEL REPLACE EXISTING WHERE OCCURS - SEE ELEV
3. INTERNALLY B. UNLIMITED OVERHEAD UNDER SEPARATE SUBMITTAL ALPHABET
4. EXISTING FASION BEYOND (BAS ELEV)
5. ADA RAMP
6. ALUMINUM HANDRAIL
7. NEW GBS RECAL TO MATCH EXISTING
8. COVER - SEEMER
9. TRAFFIC CONTROL LIGHT - SEE ELEV
10. NEW CONCRETE BASE AT EXISTING STEEL COLUMN
11. ACM RECAL
12. TOP OF ROOF BEYOND
13. PRELIMINARY SHEET METAL CAP TO MATCH ADJ WALL COLOR
14. BUILT WALL OPENING TO MATCH ADJACENT CONSTRUCTION
15. EXISTING STUCCO RECAL
16. EXISTING OVERHEAD DOOR
17. EXISTING STANDING SEAM METAL ROOFING
18. REROUTED ROOF DRAIN LEAKS - SEE PLUMB
19. EXISTING DOOR PAINT TO MATCH ADJ WALL COLOR
20. EXISTING COLUMN PANEL P-6
21. HIGH KEY DRY ROOF AREA PROVIDED BY OWNER
22. ADDRESS NUMBERS BY G.C.
23. INTERNALLY IF ENTRY PORCH BY CONCRETE VENDOR
24. CONCRETE STEPS
25. OVERHEAD CONCRETE DOOR
26. LINE OF NEW DETACHED ROOF
27. TYPICAL ROLLED ROOF COVER
28. EXISTING CONCRETE WALL, SACK & PAINT (P-6) EXPOSED FACE
29. SERVICE ENTRANCE SECTION - SEE ELEV

FINISH LEGEND

SYN.	MATERIAL DESCRIPTION
ACM-1	<p>MATERIAL: ALUMINUM COMPOSITE PANEL</p> <p>MANUF: REMOVING OF AL-POLY</p> <p>SYSTEM: 4MM TYPIC BONDING METAL PANEL - 20 REVEALS TESTED DRY OR HANSCHEIN SYSTEM WITH EXPOSED EXTERIOR TO MATCH PANELS</p> <p>COLOR: TOYOTA SILVER</p> <p>NOTE: FLASHINGS TO MATCH ADJ WALL PANEL</p>
ACM-2	<p>MATERIAL: ALUMINUM COMPOSITE PANEL</p> <p>MANUF: REMOVING OF AL-POLY</p> <p>SYSTEM: 4MM TYPIC BONDING METAL PANEL - 20 REVEALS TESTED DRY OR HANSCHEIN SYSTEM WITH EXPOSED EXTERIOR TO MATCH PANELS</p> <p>COLOR: TOYOTA SILVER</p> <p>NOTE: FLASHINGS TO MATCH ADJ WALL PANEL</p>
CW-1	<p>MATERIAL: ALUMINUM CURTAIN WALL SYSTEM</p> <p>MANUF: FINISHING IN COLOR AS APPROVED</p> <p>SYSTEM: 1600 SYSTEM 1, FRONT GLAZED</p> <p>GLASS: 7/8"</p> <p>FRAME: CLEAR ANODIZED ALUMINUM</p>
P-6	<p>MATERIAL: EXTERIOR GROUT PANEL</p> <p>MANUF: S-SHOWN WALLING</p> <p>COLOR: MATCH ADJACENT WHITE EXTERIOR COLORS</p> <p>REVEALS: EXTERIOR GROUT BASE</p>
ERS-1	<p>MATERIAL: EXTERIOR INSULATION & FINISH SYSTEM</p> <p>MANUF: COVER GROUT</p> <p>COLOR: MATCH P-6</p>

JOHN MAHONEY ARCHITECT
830 W. ELLIOT ROAD, #108
TEMPE, ARIZONA 85284
www.mahoneyarch.com



TOYOTA OF SANTA BARBARA
5611 HOLLISTER AVENUE
GOLETA, CALIFORNIA 93117



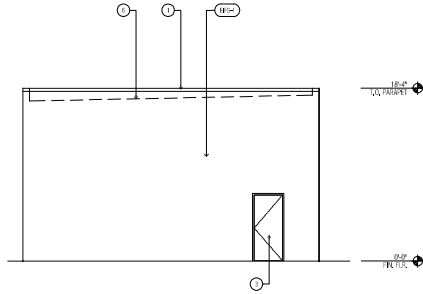
PROJECT NO.: 2216

ISSUE DATE: 1/21/25

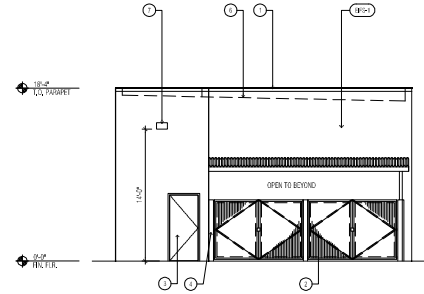
PROPOSED EXTERIOR ELEVATIONS

A201

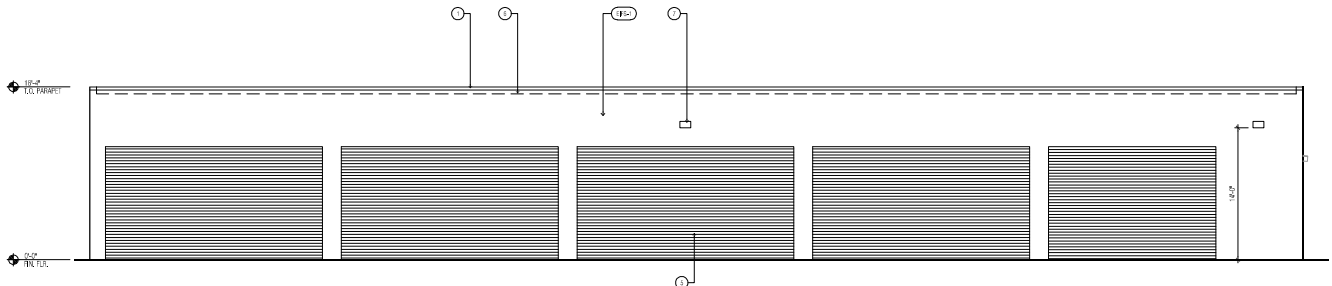
**A203**



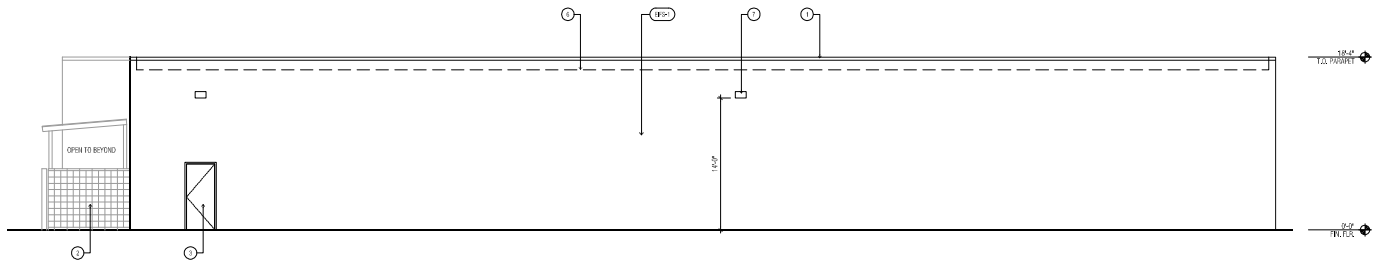
SOUTH ELEVATION - DETACHED SHOP



NORTH ELEVATION - DETACHED SHOP



EAST ELEVATION - DETACHED SHOP



WEST ELEVATION - DETACHED SHOP

KEYNOTES

- ① PRE-FINISHED SHEET METAL, CAP TO MATCH ADJ. WALL COLOR
- ② TRASH ENCLOSURE
- ③ HOLLOW METAL DOOR, PAINT TO MATCH ADJ. WALL COLOR
- ④ PAINTED STEEL POST
- ⑤ OVERHEAD COILING DOOR, PAINT TO MATCH ADJ. WALL COLOR
- ⑥ LINE OF ROOF BEYOND
- ⑦ WALL PACK LIGHT FIXTURE - SEE ELEC

JOHN MAHONEY ARCHITECT
 850 W. ELLIOT ROAD, #108
 TEMPE, ARIZONA 85284
 www.mahoneyarch.com

TOYOTA OF SANTA BARBARA
 5611 HOLLYSTER AVENUE
 GOLETA, CALIFORNIA 93117



PROJECT NO.: 2216
 ISSUE DATE: 1/21/25

EXTERIOR ELEV'S - DETACHED SHOP

A202







Toyota of Santa Barbara

Aerial Photo of Site

LAND
CONCERN
LANDSCAPE ARCHITECTURE
18301 VON KARMAN AVE STE 760,
IRVINE, CA 92612

5611 Hollister Ave
GOLETA, CA

July 24, 2025 | L-1

Landscape Key

- 1 PLANTED MODULAR WETLAND BMP
- 2 VEHICLE DISPLAY AREA
- 3 VEHICLE SHOWCASE
- 4 NEW CAR DELIVERY
- 5 UPGRADED STREETSCAPE PLANTING
- 6 EXISTING TREE - PISTACHE
- 7 EXISTING TREE - WINDMILL PALM
- 8 EXISTING TREE - MEXICAN FAN PALM
- 9 NEW TREE - LAURUS NOBILIS

Hardscape Key

- A WALKWAY PAVING: HOLLAND
STONE CONCRETE PAVERS

Notes for Irrigation System

- All landscape areas shall be irrigated by an automatic irrigation system all the trees be irrigated via separate, dedicated bubbler circuits all other landscape areas shall be irrigated via a drip irrigation system. The entire irrigation system shall be on an automatically controlled system with a separate programs capable of irrigating each hydrozone independently. The intent of the landscape and water delivery systems is to comply with all aspects of the City of Goleta Water Efficient Landscape Ordinance. Water efficiency calculations will be provided at time of construction document plan submittal.
- All planting areas are to be covered with 3" of mulch.

Planting Legend

- | | |
|--|-----------------------|
| A Aloe "Blue Elf" | Laurus nobilis |
| B Calandrinia spectabilis | Pistacia chinensis |
| C Dianella revoluta 'Little Rev' [DR500] | Trachycarpus fortunei |
| D Laurus nobilis | Washingtonia robusta |
| E Lomandra longifolia 'Breeze' [LM300] | |
| F Lomandra longifolia 'Roma 13' | |
| G Juncus patens | |
| H Olea europaea 'Montra' | |
| I Raphiolepis umbellata | |
| J Teucrium chamaedrys | |

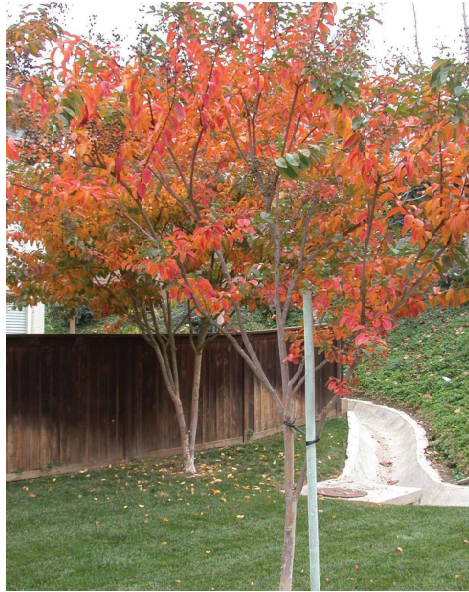
Conceptual Tree and Shrub Count

- | | |
|--------------------------|------------------------|
| • 24" box tree (new) = 6 | • 1 gal shrubs = 1,008 |
| • Existing tree = 26 | • 5 gal shrubs = 97 |
| TOTAL TREES = 32 | • 15 gal shrubs = 41 |
| | TOTAL SHRUBS = 1,146 |





Sweet Bay
Laurus nobilis



Chinese Pistache - Existing
Pistacia chinensis



Windmill Palm - Existing
Trachycarpus fortunei



Mexican Fan Palm - Existing
Washingtonia robusta



Blue Elf Aloe
Aloe 'Blue Elf'



Rock Purslane
Calandrinia spectabilis



Little Rev Flax Lily
Dianella revoluta 'Little Rev'
[DR500]



Sweet Bay
Laurus nobilis



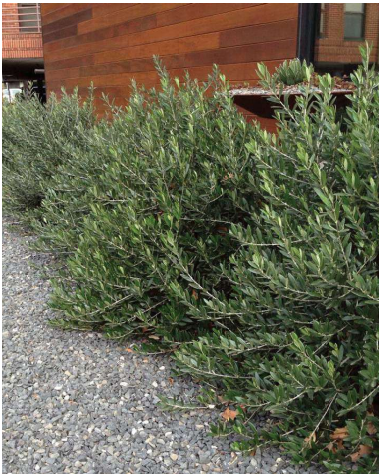
Dwarf Mat Rush
Lomandra longifolia 'Breeze'
[LM300]



Platinum Beauty Mat Rush
Lomandra longifolia 'Roma 13'



Rush
Juncus patens



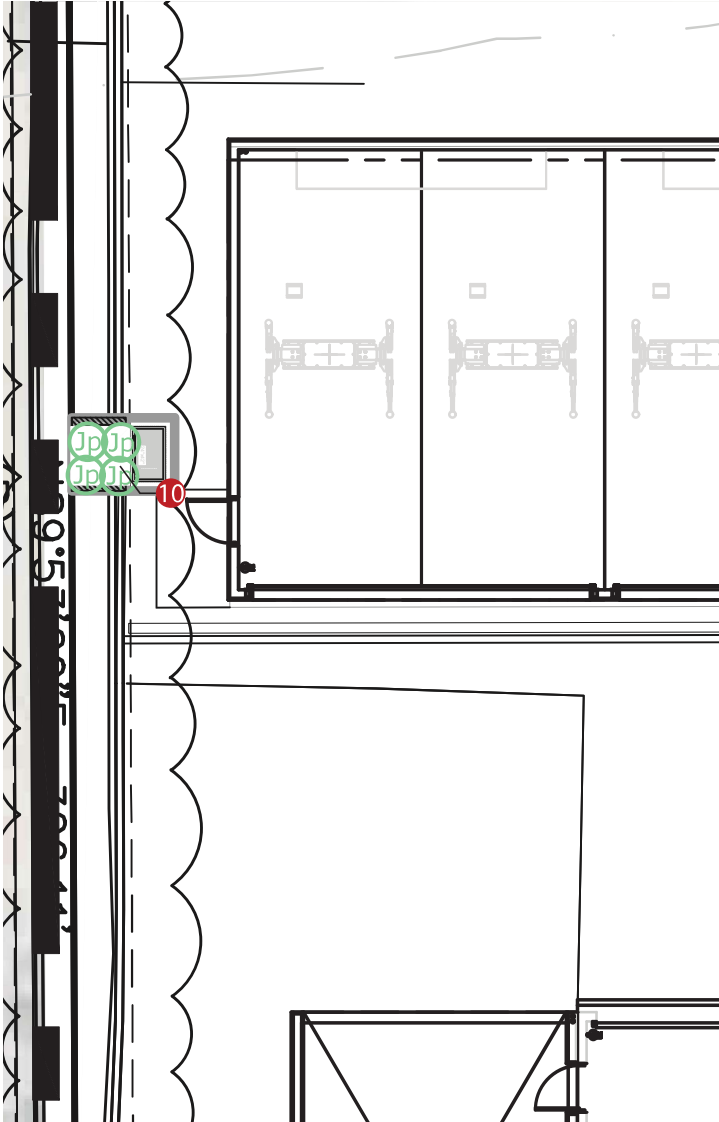
Little Ollie Dwarf Olive
Olea europaea 'Montra'



Yeddo Hawthorn
Raphiolepis umbellata



Teucrium chamaedrys
Germander



Landscape Key

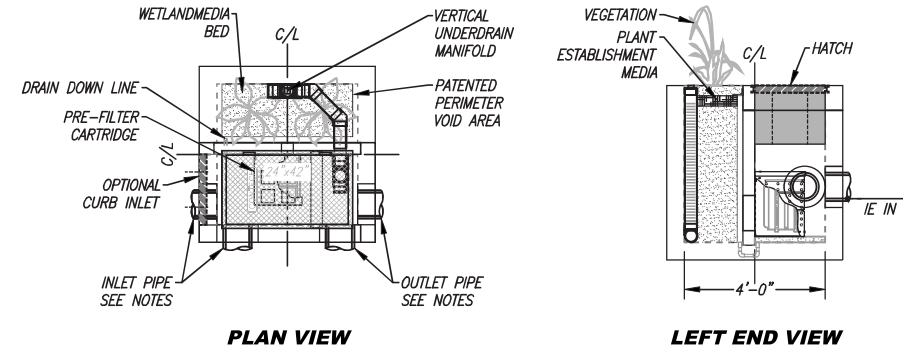
- 1 PLANTED MODULAR WETLAND BMP

Planting Legend

- Jp Juncus patens

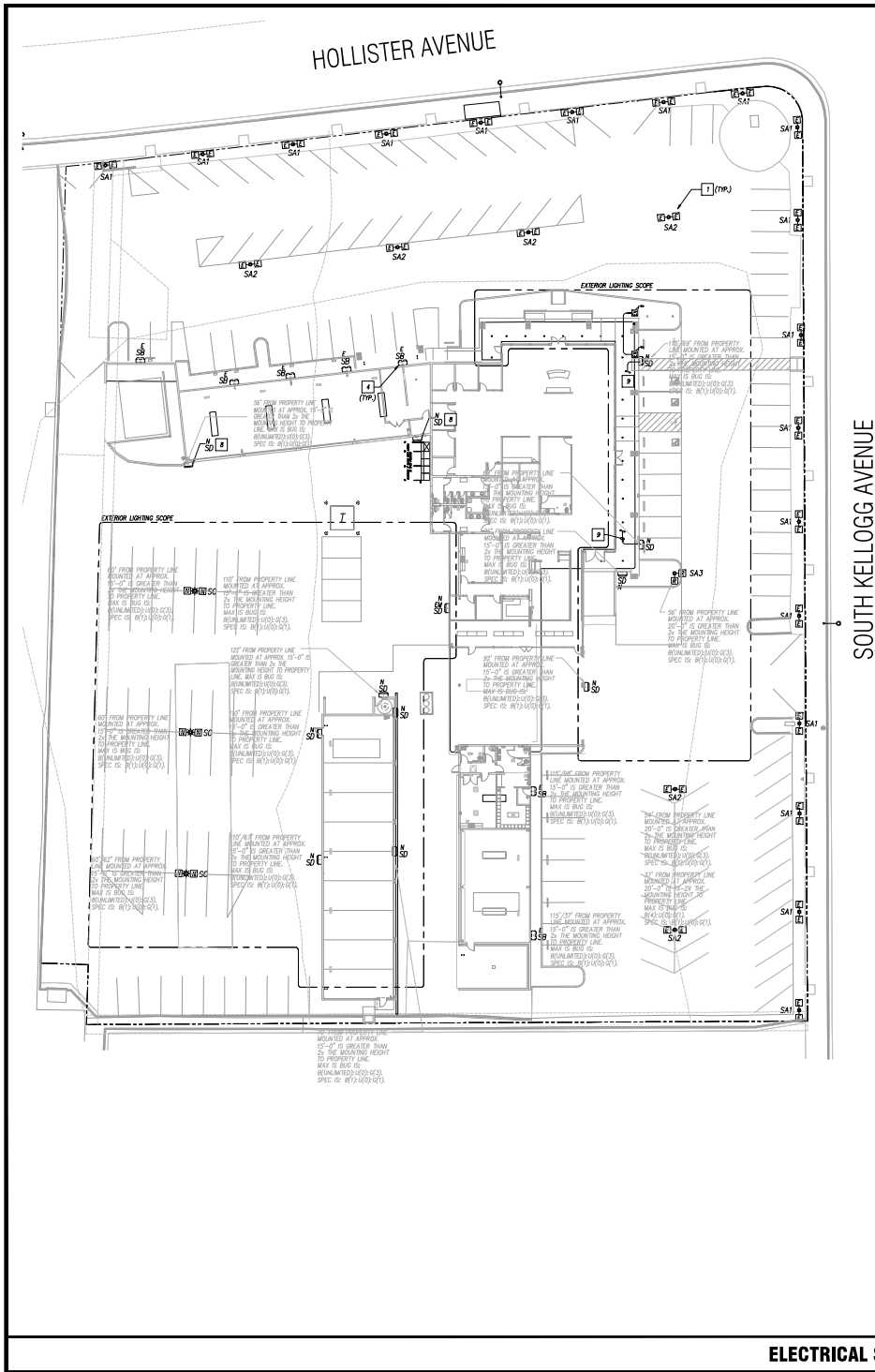
Notes for Irrigation System

- All landscape areas shall be irrigated by an automatic irrigation system all the trees be irrigated via separate, dedicated bubbler circuits all other landscape areas shall be irrigated via a drip irrigation system. The entire irrigation system shall be on an automatically controlled system with a separate programs capable of irrigating each hydrozone independently. The intent of the landscape and water delivery systems is to comply with all aspects of the City of Tustin Water Efficient Landscape Ordinance. Water efficiency calculations will be provided at time of construction document plan submittal.
- All planting areas are to be covered with 3" of mulch.



DEMOLITION SITE PLAN





KEYED NOTES

- EXISTING LIGHT POLE TO REMAIN UNCHANGED.
- EXISTING LIGHT POLE TO BE DEMOLISHED.
- EXISTING BUILDING MOUNTED FIXTURE TO BE DEMOLISHED.
- EXISTING BUILDING MOUNTED FIXTURE TO REMAIN UNCHANGED.
- EXISTING BUILDING MOUNTED FIXTURE TO BE RELOCATED. EXTEND EXISTING CONDUIT AND WIRE TO MAINTAIN EXISTING OPERATION.
- EXISTING LIGHT POLE TO BE RELOCATED. EXTEND EXISTING CONDUIT AND WIRE TO MAINTAIN EXISTING OPERATION.
- EXISTING LIGHT POLE AND HEADS TO BE DEMOLISHED AND RETURNED TO OWNER'S STOCKPILE.
- ELECTRICAL CONTRACTOR SHALL REMOVE AND REPLACE EXISTING FLOOD LIGHT WITH NEW WALLPACK. TOTAL LOAD ON BRANCH CIRCUIT REDUCED.
- RELOCATED FIXTURE SHALL STAY ON EXISTING BRANCH CIRCUIT (SEE KEYED NOTE #6).
- PROVIDE WITH INTEGRAL OCCUPANCY SENSOR TO AUTOMATICALLY REDUCE LIGHT OUTPUT BY 50% WHEN UNOCCUPIED. UPON DETECTION OF OCCUPANCY DETECTION, LIGHT LEVELS SHALL INCREASE BACK TO 100% ON/OFF FUNCTIONALITY SHALL BE BY LIGHTING CONTROL RELAY PANEL - SEE SCHEDULE ON SHEET E003. ALL INSTALLATIONS SHALL COMPLY WITH TITLE 24. PROVIDE WITH (1) "XA-SHOREW" HAND HELD CONTROLLER FOR PROGRAMMING/COMMISSIONING.

1. ALL DIMENSIONS SHALL BE MINIMUM UNLESS OTHERWISE NOTED. UNLESS A LIFE SAFETY GENERATOR IS PRESENT, THEN CONFORM TO EMERGENCY BACKUP CIRCUITING IN THE AREA. IF ALL FIXTURES IN THE AREA SHALL HAVE A MINIMUM OF A 10-MINUTE LAMP DELAY.

2. ELECTRICAL CONTRACTOR SHALL PROVIDE A BASE BID OFF THIS LIGHT FIXTURE SCHEDULE. A LUMINAIRE MAY BE SUBSTITUTED AFTER AWARD OF CONTRACT, PROVIDED THEY ARE SUBMITTED WITH WRITTEN OWNER APPROVAL AND REMOVED DEDUCT FROM THE BASE BID. ANY RE-DESIGN REQUIRED BY AN ALTERNATE PACKAGE SHALL BE BILLED TO THE ELECTRICAL CONTRACTOR.

3. MODULAR WIRING IS ACCEPTABLE.

4. ALL DIMMED EMERGENCY FIXTURES SHALL BE PROVIDED WITH UL504 SHUNT RELAY DEVICE WHEN NOT PROVIDED INTRINSIC TO LIGHT FIXTURE.

5. ALL DIMMED LIGHTING ZONES SHALL HAVE DEDICATED NEUTRAL.

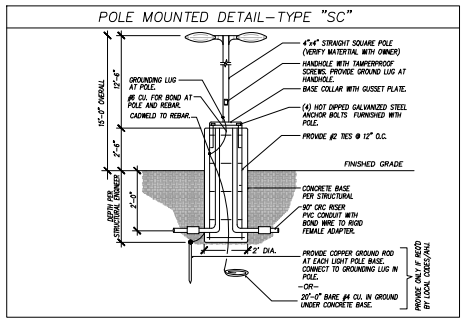
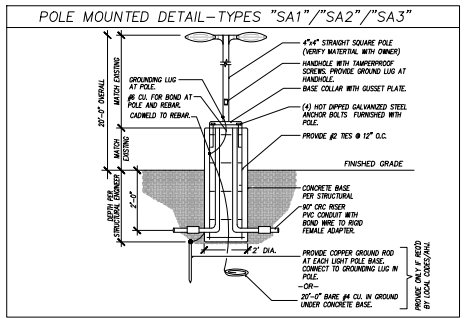
LIGHT FIXTURE SCHEDULE

TAG	VOLTS	MANUFACTURER	PART #	LAMPING QUANTITY	DESCRIPTION/NOTES
SA1	UNK	OORE	N/A-A-MP-12-TL-40K-UL- w/NTA-BSF-TL	LED (750lm/ft²) 4000K/70W/40W	EXISTING TWO-HEADED LIGHT POLE WITH BACKLIGHT. FIXED TO REMAIN UNCHANGED.
SA2	UNK	OORE	N/A-A-MP-12-TL-40K-UL- w/NTA-BSF-TL	LED (750lm/ft²) 4000K/70W/40W	EXISTING TWO-HEADED LIGHT POLE WITH BACKLIGHT. FIXED TO REMAIN UNCHANGED.
SA3	UNK	OORE	N/A-A-MP-12-TL-40K-UL- w/NTA-BSF-TL	LED (750lm/ft²) 4000K/70W/40W	EXISTING TWO-HEADED LIGHT POLE WITH BACKLIGHT. FIXED TO REMAIN UNCHANGED.
SB	UNK	OORE	ODON-C-EL-30-T-3M-UL- w/NTA-BSF-TL	LED (1000lm/ft²) 4000K/40W	EXISTING LIGHT BALL. FIXED TO REMAIN UNCHANGED. (SEE VOL. 02)
SD	UNK	OORE	ODON-C-EL-30-T-3M-UL- w/NTA-BSF-TL	LED (1000lm/ft²) 4000K/40W	NEW 12" x 12" x 12" LIGHT POLE IN 12' x 12' x 12' AREA. PROVIDE WITH 12' x 12' x 12' LIGHT POLE. PROVIDE WITH 12' x 12' x 12' LIGHT POLE. PROVIDE WITH 12' x 12' x 12' LIGHT POLE.

SCHEDULE NOTES:

- ALL EMERGENCY FIXTURES SHALL PROVIDE MINIMUM OF 90-MINUTE BATTERY BACK-UP UNLESS A LIFE SAFETY GENERATOR IS PRESENT, THEN CONFORM TO EMERGENCY BACKUP CIRCUITING IN THE AREA. IF ALL FIXTURES IN THE AREA SHALL HAVE A MINIMUM OF A 10-MINUTE LAMP DELAY.
- ELECTRICAL CONTRACTOR SHALL PROVIDE A BASE BID OFF THIS LIGHT FIXTURE SCHEDULE. A LUMINAIRE MAY BE SUBSTITUTED AFTER AWARD OF CONTRACT, PROVIDED THEY ARE SUBMITTED WITH WRITTEN OWNER APPROVAL AND REMOVED DEDUCT FROM THE BASE BID. ANY RE-DESIGN REQUIRED BY AN ALTERNATE PACKAGE SHALL BE BILLED TO THE ELECTRICAL CONTRACTOR.
- MODULAR WIRING IS ACCEPTABLE.
- ALL DIMMED EMERGENCY FIXTURES SHALL BE PROVIDED WITH UL504 SHUNT RELAY DEVICE WHEN NOT PROVIDED INTRINSIC TO LIGHT FIXTURE.
- ALL DIMMED LIGHTING ZONES SHALL HAVE DEDICATED NEUTRAL.

ALL OORE CONTROLS MUST BE REGISTERED WITH THE STATE OF CALIFORNIA PRIOR TO ORDERING ANY FIXTURES/CONTROLS. NO EXCEPTIONS WILL BE MADE FOR FAILURE TO COMPLY.



SITE LIGHTING NOTE:
ALL LIGHT FIXTURES SHALL BE NAMED AND SCHEDULED SO THAT THE DIRECT ILLUMINATION SHALL BE CONFINED TO THE PROPERTY BOUNDARIES OF THE SOURCE OF THE ALLOWING PUBLIC ROY OF WAY LIGHTING SHALL NOT BE NAMED ONTO ADJACENT PROPERTIES.

NOTE:
ALL SITE LIGHTING BRANCH CIRCUIT AND POWER/CONDUCTORS SHALL BE BRCS (DRINK) WITH #6 CU BOND IN 1-1/4\"/>



JOHN MAHONEY ARCHITECT

8550 W. ELLIOT ROAD, #108
TENTH AVENUE, ANAHEIM, CA 92814
P 408.345.4547 E johnmahoney@jma.com

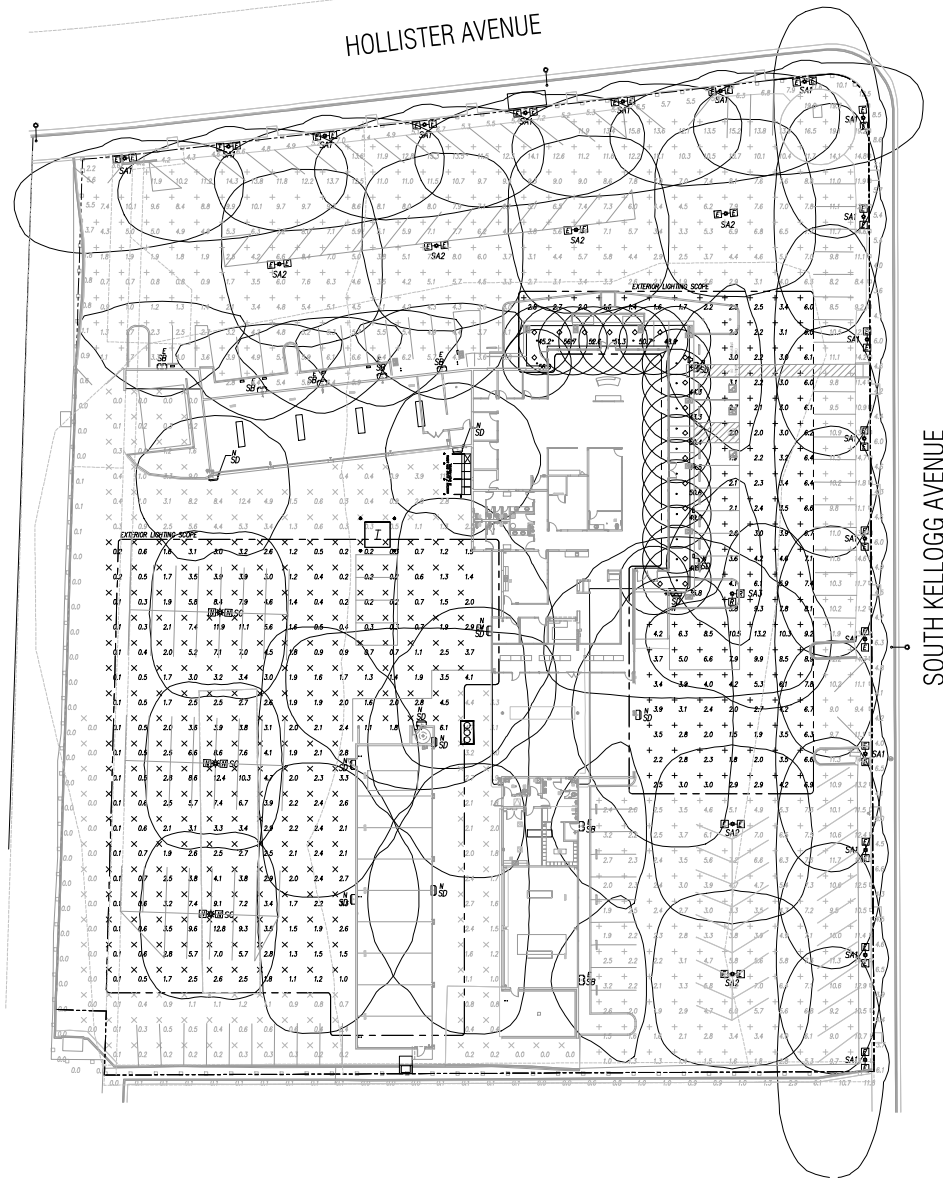
D.R. SUBMITTAL NOT FOR CONSTRUCTION

PROJECT: 2216
ISSUE DATE: 5/20/25

TOYOTA OF SANTA BARBARA
5611 HOLISTER AVENUE
GOLETA, CALIFORNIA 93117

ELECTRICAL SITE PLAN

ES11



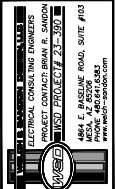
Schedule									
Symbol	Label	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power
○	F3S	21	Presacite	LW-400-M-30-40K WD-DW-DH		1	3588	1	24.3
□	SA1	18	Cree Lighting	NTA-A-NM-T3-11L-40W-UL-B2 w/NTA-BLSF-11L	Nature Area Luminaire, Type II Distribution w/ Roadlight Shield, 11L Lumen Package, 40W	1	7236	1	150.2
□	SA2	6	Cree Lighting	NTA-A-NM-T3-11L-40W-UL-B2 w/NTA-BLSF-11L	Nature Area Luminaire, Type II Distribution w/ Roadlight Shield, 11L Lumen Package, 40W	1	7236	1	150.2
□	SA3	1	Cree Lighting	NTA-A-NM-T3-11L-40W-UL-B2 w/NTA-BLSF-11L	Nature Area Luminaire, Type II Distribution w/ Roadlight Shield, 11L Lumen Package, 40W	1	7236	1	150.2
□	SB	7	Cree Lighting	OSDR-C-6L-40K7-3M-UL-IM-xx-xx-xx	OSDR-C 6L Mount Luminaire, 6L Lumen Package, 4000K 7000, Type 3M Optics	1	6096	1	40.6
□	SC	3	Cree Lighting	NTA-A-NM-T3-11L-40W-UL-B2 w/NTA-BLSF-11L	Nature Area Luminaire, Type II Distribution w/ Roadlight Shield, 11L Lumen Package, 40W	1	7236	1	150.2
□	SD	12	Cree Lighting	OSDR-C-6L-40K7-3M-UL-IM-xx-xx-xx	OSDR-C 6L Mount Luminaire, 6L Lumen Package, 4000K 7000, Type 3M Optics	1	6096	1	40.6

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
CANOPY	○	48.5 fc	56.8 fc	35.8 fc	1.6:1	1.4:1
FRONT LOT	+	8.4 fc	19.3 fc	0.7 fc	27.6:1	9.3:1
PROPERTY LINE	□	3.2 fc	12.5 fc	0.0 fc	N/A	N/A
BACK LOT	×	2.2 fc	12.8 fc	0.0 fc	N/A	N/A

JOHN MAHONEY ARCHITECT

8550 W. ELSTON ROAD, #1108
TEMPLE, ARIZONA 85384
P 480.345.4547 www.johnmahoneyarchitect.com

D.R.
SUBMITTAL
NOT FOR
CONSTRUCTION



NOTICE: JOHN MAHONEY ARCHITECT, LLC SHALL NOT BE HELD RESPONSIBLE FOR CHANGES OR ERRORS THAT MAY OCCUR SHOULD FINAL REVISIONS OR CORRECTIONS BE REQUIRED ON THESE DOCUMENTS BE STARTED PRIOR TO PERMIT BEING ISSUED BY ANY AGENCY.

EXISTING CONDITIONS NOTE: ALL EXISTING CONDITIONS INFORMATION HAS BEEN PROVIDED BY A THIRD PARTY AND/OR EXISTING "AS BUILT" DRAWINGS. JOHN MAHONEY ARCHITECT, LLC IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS. ANY DISCREPANCIES SHALL BE SUBMITTED TO ENGINEER IN WRITING.

TOYOTA OF SANTA BARBARA
5511 HOLLISTER AVENUE
GOLETA, CALIFORNIA 93117



PROJECT NO.: 2216

ISSUE DATE: 5/20/25

PHOTOMETRIC
SITE PLAN

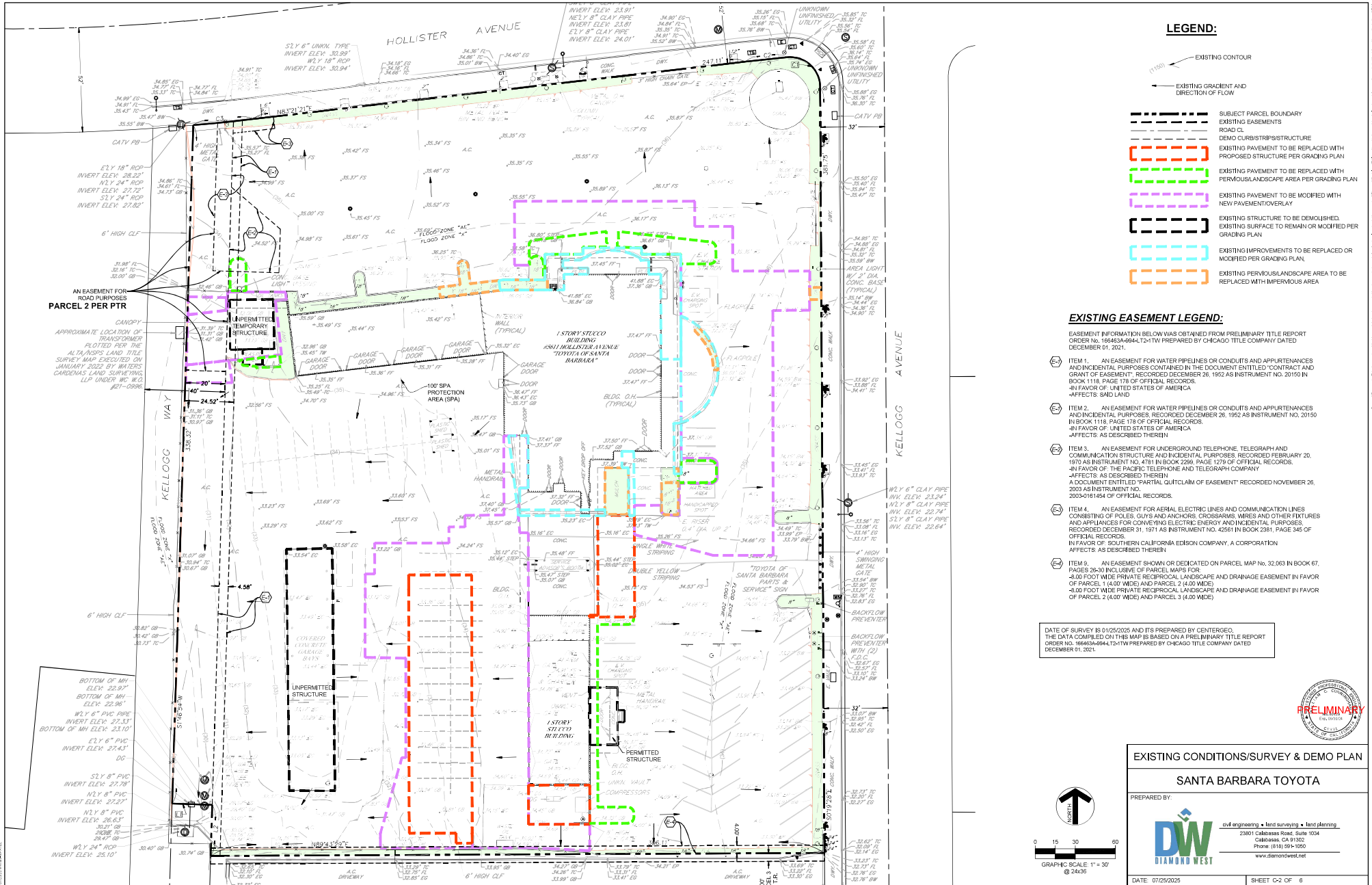
ES12

PHOTOMETRIC SITE PLAN



Resides of Counselors, The Boardman, and the advice and designs of a private friend in a post, for any other proper reward for service a contribution of £200.

SHEET C-1 OF 6



LEGEND:

- EXISTING CONTOUR
- EXISTING GRADIENT AND DIRECTION OF FLOW
- SUBJECT PARCEL BOUNDARY
- EXISTING EASEMENTS
- ROAD CL
- DEMO CURB/STRIPS/STRUCTURE
- EXISTING PAVEMENT TO BE REPLACED WITH PROPOSED STRUCTURE PER GRADING PLAN
- EXISTING PAVEMENT TO BE REPLACED WITH PERVIOUSLANDSCAPE AREA PER GRADING PLAN
- EXISTING PAVEMENT TO BE MODIFIED WITH NEW PAVEMENT/OVERLAY
- EXISTING STRUCTURE TO BE DEMOLISHED, EXISTING SURFACE TO REMAIN OR MODIFIED PER GRADING PLAN
- EXISTING IMPROVEMENTS TO BE REPLACED OR MODIFIED PER GRADING PLAN
- EXISTING PERVIOUSLANDSCAPE AREA TO BE REPLACED WITH IMPERVIOUS AREA

EXISTING EASEMENT LEGEND:

EASEMENT INFORMATION BELOW WAS OBTAINED FROM PRELIMINARY TITLE REPORT ORDER NO. 166463A-464-LT-1W PREPARED BY CHICAGO TITLE COMPANY DATED DECEMBER 01, 2021.

- ITEM 1. AN EASEMENT FOR WATER PIPELINES OR CONDUITS AND APPURTENANCES AND INCIDENTAL PURPOSES CONTAINED IN THE DOCUMENT ENTITLED "CONTRACT AND GRANT OF EASEMENT", RECORDED DECEMBER 26, 1952 AS INSTRUMENT NO. 20150 IN BOOK 1118, PAGE 178 OF OFFICIAL RECORDS, IN FAVOR OF UNITED STATES OF AMERICA, AFFECTS SAID LAND.
- ITEM 2. AN EASEMENT FOR WATER PIPELINES OR CONDUITS AND APPURTENANCES AND INCIDENTAL PURPOSES CONTAINED IN THE DOCUMENT ENTITLED "CONTRACT AND GRANT OF EASEMENT", RECORDED DECEMBER 26, 1952 AS INSTRUMENT NO. 20150 IN BOOK 1118, PAGE 178 OF OFFICIAL RECORDS, IN FAVOR OF UNITED STATES OF AMERICA, AFFECTS AS DESCRIBED THEREIN.
- ITEM 3. AN EASEMENT FOR UNDERGROUND TELEPHONE, TELEGRAPH AND COMMUNICATION STRUCTURE AND INCIDENTAL PURPOSES RECORDED FEBRUARY 20, 1970 AS INSTRUMENT NO. 4781 IN BOOK 2296, PAGE 1279 OF OFFICIAL RECORDS, IN FAVOR OF THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY, AFFECTS AS DESCRIBED THEREIN. A DOCUMENT ENTITLED "PARTIAL OUTCLAIM OF EASEMENT" RECORDED NOVEMBER 26, 2003 AS INSTRUMENT NO. 200302164 OF OFFICIAL RECORDS.
- ITEM 4. AN EASEMENT FOR AERIAL ELECTRIC LINES AND COMMUNICATION LINES CONSISTING OF POLES, GUYS AND ANCHORS, CROSSARMS, WIRES AND OTHER FIXTURES AND APPLIANCES FOR CONVEYING ELECTRIC ENERGY AND INCIDENTAL PURPOSES, RECORDED DECEMBER 31, 1971 AS INSTRUMENT NO. 42561 IN BOOK 2381, PAGE 345 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA Edison COMPANY, A CORPORATION, AFFECTS AS DESCRIBED THEREIN.
- ITEM 5. AN EASEMENT SHOWN OR DEDICATED ON PARCEL MAP NO. 32,063 IN BOOK 67, PAGES 26-30 INCLUSIVE OF PARCEL MAPS FOR 3.00 FOOT WIDE PRIVATE RECIPROCAL LANDSCAPE AND DRAINAGE EASEMENT IN FAVOR OF PARCEL 1 (4.00' WIDE) AND PARCEL 2 (4.00' WIDE) 3.00 FOOT WIDE PRIVATE RECIPROCAL LANDSCAPE AND DRAINAGE EASEMENT IN FAVOR OF PARCEL 2 (4.00' WIDE) AND PARCEL 3 (4.00' WIDE).

DATE OF SURVEY IS 01/25/2025 AND ITS PREPARED BY CENTERED. THE DATA COMPILED ON THIS MAP IS BASED ON A PRELIMINARY TITLE REPORT ORDER NO. 166463A-464-LT-1W PREPARED BY CHICAGO TITLE COMPANY DATED DECEMBER 01, 2021.



EXISTING CONDITIONS/SURVEY & DEMO PLAN

SANTA BARBARA TOYOTA

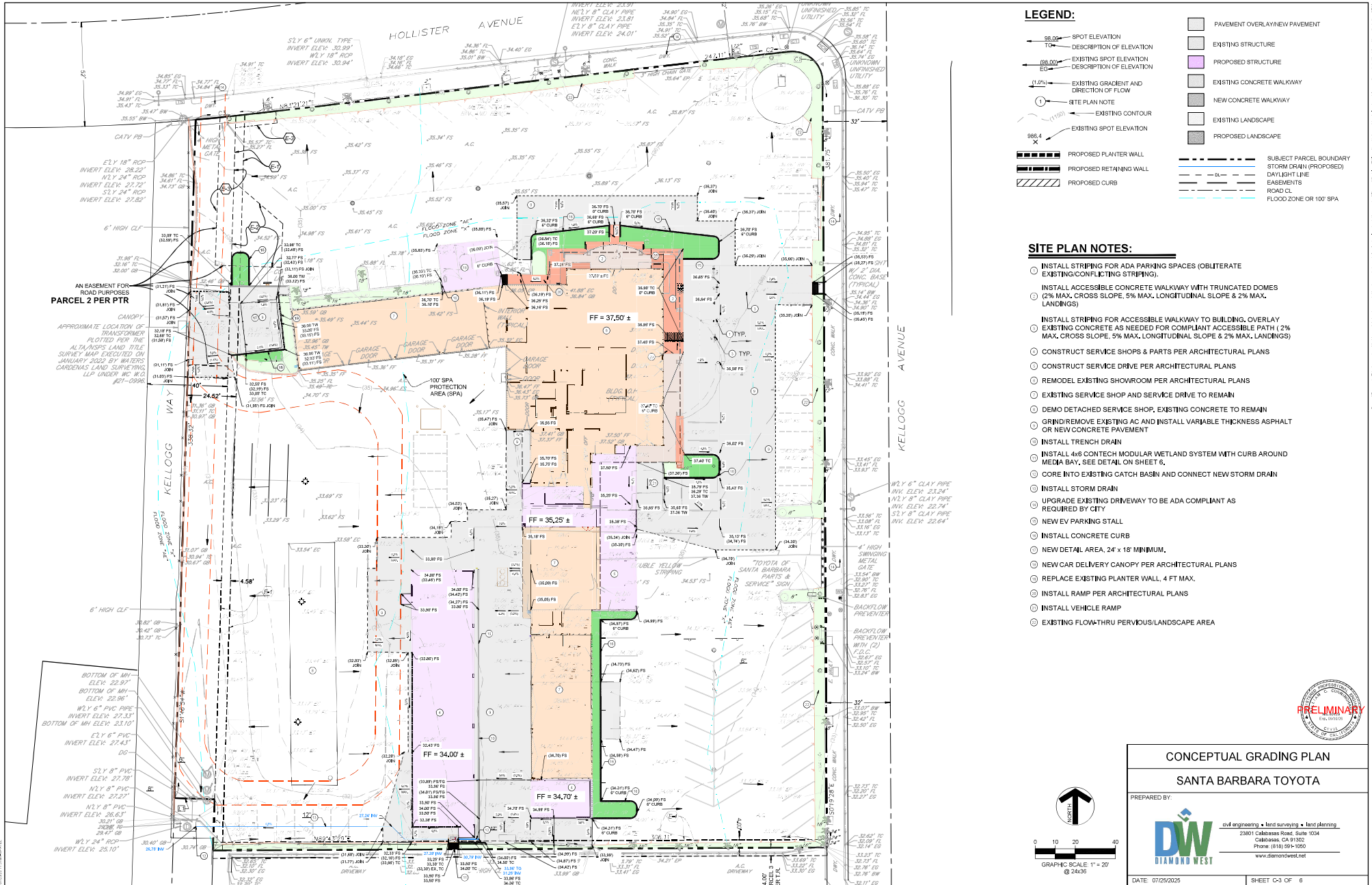
PREPARED BY:



civil engineering • land surveying • land planning
23801 Calabasas Road, Suite 1034
Calabasas, CA 91302
Phone: (818) 558-1950
www.diamondwest.net

DATE: 07/25/2025

SHEET C-2 OF 6



LEGEND:

- SPOT ELEVATION
- DESCRIPTION OF ELEVATION
- EXISTING SPOT ELEVATION
- DESCRIPTION OF ELEVATION
- EXISTING GRADIENT AND DIRECTION OF FLOW
- SITE PLAN NOTE
- EXISTING CONTOUR
- EXISTING SPOT ELEVATION
- PROPOSED PLANTER WALL
- PROPOSED RETAINING WALL
- PROPOSED CURB
- PAVEMENT OVERLAY/NEW PAVEMENT
- EXISTING STRUCTURE
- PROPOSED STRUCTURE
- EXISTING CONCRETE WALKWAY
- NEW CONCRETE WALKWAY
- EXISTING LANDSCAPE
- PROPOSED LANDSCAPE
- SUBJECT PARCEL BOUNDARY
- STORM DRAIN (PROPOSED)
- DAYLIGHT LINE
- EASEMENTS
- ROAD CL
- FLOOD ZONE OR 100' SPA

SITE PLAN NOTES:

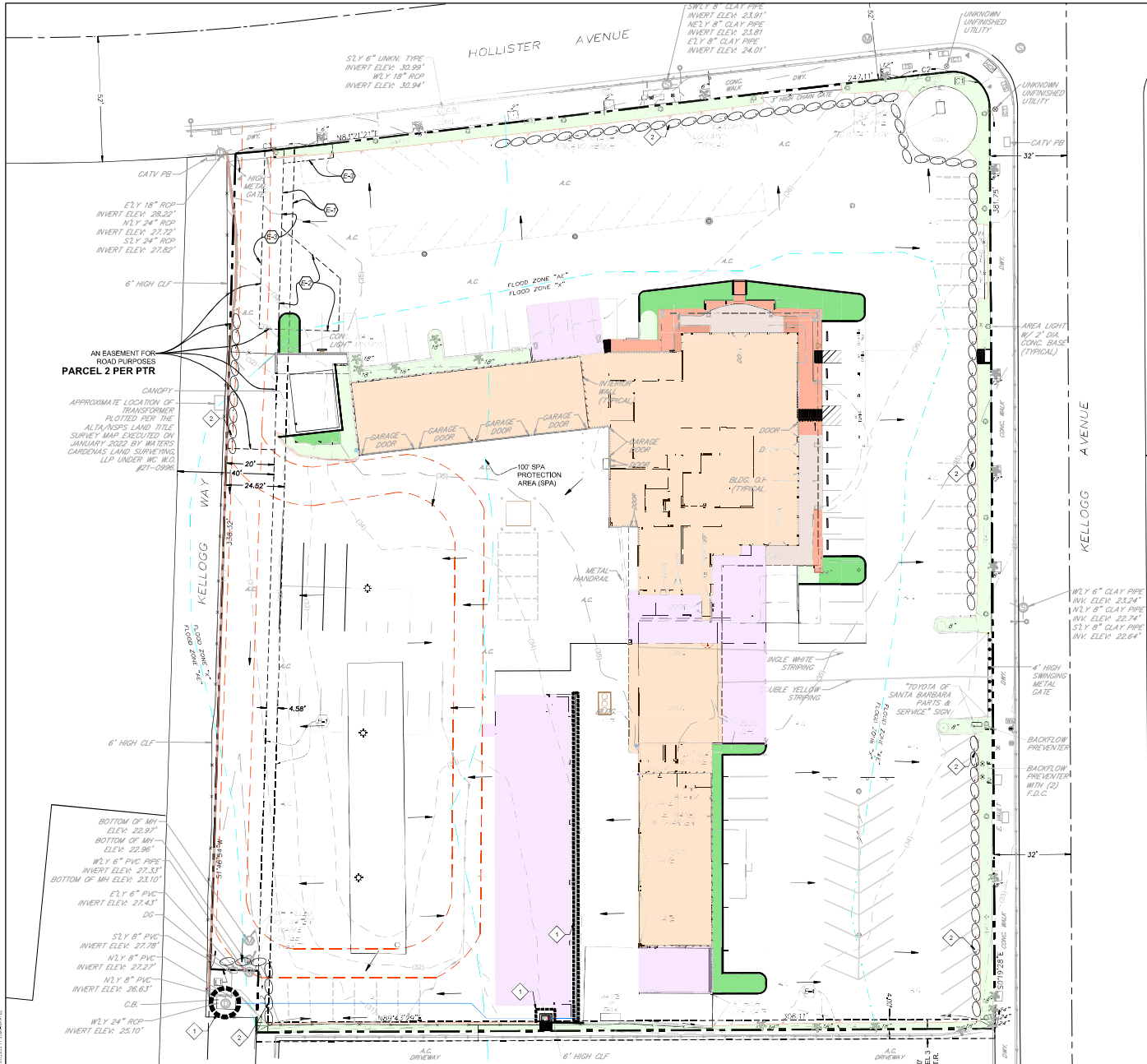
- INSTALL STRIPING FOR ADA PARKING SPACES (OBLITERATE EXISTING/CONFLICTING STRIPING).
- INSTALL ACCESSIBLE CONCRETE WALKWAY WITH TRUNCATED DOMES (2% MAX. CROSS SLOPE, 5% MAX. LONGITUDINAL SLOPE & 2% MAX. LANDINGS)
- INSTALL STRIPING FOR ACCESSIBLE WALKWAY TO BUILDING. OVERLAY EXISTING CONCRETE AS NEEDED FOR COMPLIANT ACCESSIBLE PATH (2% MAX. CROSS SLOPE, 5% MAX. LONGITUDINAL SLOPE & 2% MAX. LANDINGS)
- CONSTRUCT SERVICE SHOPS & PARTS PER ARCHITECTURAL PLANS
- CONSTRUCT SERVICE DRIVE PER ARCHITECTURAL PLANS
- REMODEL EXISTING SHOWROOM PER ARCHITECTURAL PLANS
- EXISTING SERVICE SHOP AND SERVICE DRIVE TO REMAIN
- DEMO DETACHED SERVICE SHOP, EXISTING CONCRETE TO REMAIN
- GRIND/REMOVE EXISTING AC AND INSTALL VARIABLE THICKNESS ASPHALT OR NEW CONCRETE PAVEMENT
- INSTALL TRENCH DRAIN
- INSTALL 4x8 CONTECH MODULAR WETLAND SYSTEM WITH CURB AROUND MEDIA BAY, SEE DETAIL ON SHEET 6.
- CORE INTO EXISTING CATCH BASIN AND CONNECT NEW STORM DRAIN
- INSTALL STORM DRAIN
- UPGRADE EXISTING DRIVEWAY TO BE ADA COMPLIANT AS REQUIRED BY CITY
- NEW EV PARKING STALL
- INSTALL CONCRETE CURB
- NEW DETAIL AREA, 24' x 18' MINIMUM.
- NEW CAR DELIVERY CANOPY PER ARCHITECTURAL PLANS
- REPLACE EXISTING PLANTER WALL, 4 FT MAX.
- INSTALL RAMP PER ARCHITECTURAL PLANS
- INSTALL VEHICLE RAMP
- EXISTING FLOW-THRU PERVIOUS/LANDSCAPE AREA



CONCEPTUAL GRADING PLAN
SANTA BARBARA TOYOTA

PREPARED BY:
DW DIAMOND WEST
civil engineering • land surveying • land planning
23801 Calabasas Road, Suite 1034
Calabasas, CA 91302
Phone: (818) 568-0500
www.diamondwest.net

DATE: 07/25/2025 SHEET C-3 OF 6



LEGEND:

- | | |
|---|---------------------------|
| 98.00
TO
DESCRIPTION OF ELEVATION | PAVEMENT OVERLAY |
| 98.00
EG
DESCRIPTION OF ELEVATION | EXISTING STRUCTURE |
| (1.0%)
EXISTING GRADIENT AND DIRECTION OF FLOW | PROPOSED STRUCTURE |
| 1
SITE PLAN NOTE | EXISTING EXISTING WALKWAY |
| (11.00)
EXISTING CONTOUR | NEW CONCRETE WALKWAY |
| 986.4
X
EXISTING SPOT ELEVATION | EXISTING LANDSCAPE |
| PROPOSED PLANTER WALL | PROPOSED LANDSCAPE |
| PROPOSED RETAINING WALL/CURB | SUBJECT PARCEL BOUNDARY |
| PROPOSED CURB | DAYLIGHT LINE |
| INLET PROTECTION | EASEMENTS |
| SAND BAGS/FIBER ROLLS/SILT FENCE | ROAD CL |
| | FLOOD ZONE OR 100' SPA |

Construction Notes:

- 1. Install storm drain inlet protection, per BMP SE-10. See Detail 'A' on sheet 5. Relocate as necessary during construction.
- 2. Install sand bags or fiber rolls or silt fence, per BMP SE-8 or SE-5 or SE-1. See Detail 'C', 'D' and 'E' on sheet 5. Relocate as necessary during construction.

NOTE: Contractor may relocate construction entrance and/or other erosion control measures as needed during construction.

Erosion Control Notes:

- 1. Existing utility locations are approximate. Contractor shall verify locations and elevations prior to construction and notify utility company of any conflicts.
- 2. Contractor to obtain encroachment permit from City for grading/removal within public right-of-way.
- 3. Refer to CASQA BMP manual for current BMP details and requirements.
- 4. Outline of proposed at-grade portion of building.



CONCEPTUAL EROSION CONTROL PLAN

SANTA BARBARA TOYOTA

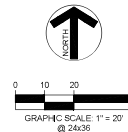
PREPARED BY:

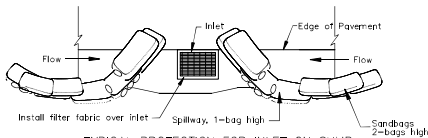


23801 Calabasas Road, Suite 1034
Calabasas, CA 91302
Phone: (818) 558-1060
www.diamondwest.net

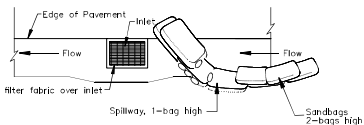
DATE: 07/25/2025

SHEET C-4 OF 6





TYPICAL PROTECTION FOR INLET ON SUMP



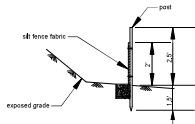
TYPICAL PROTECTION FOR INLET ON GRADE

NOTES:

1. Intended for short-term use.
2. Use to inhibit non-storm water flow.
3. Allow for proper maintenance and cleanup.
4. Bags must be removed after adjacent operation is completed.
5. Not applicable in areas with high silts and clays without filter fabric.

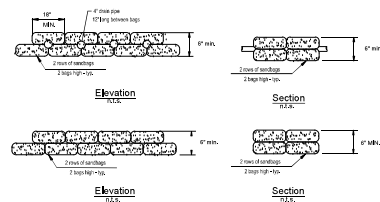
A DRAIN INLET PROTECTION - SC-10

(not to scale)



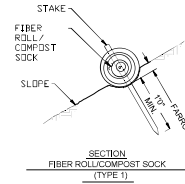
B TEMPORARY SILT FENCE - SE-1

(not to scale)



C SANDBAGGING DETAIL - SE-8

(not to scale)



D FIBER ROLL - SE-5

(not to scale)

Erosion and Sediment Control Plan (ESCP) General Notes:

1. In case of emergency, call _____ at _____.
2. A stand-by crew for emergency work shall be available at all times during the rainy season (November 1 to April 15). Necessary materials shall be available on-site and stockpiled at convenient locations to facilitate rapid construction of emergency devices when rain is imminent.
3. Erosion control devices shown on this plan may be removed when approved by the Building Official if the grading operation has progressed to the point where they are no longer required.
4. Graded areas adjacent to fill slopes located at the site perimeter must drain away from the top of slope at the conclusion of each working day. All loose soils and debris that may create a potential hazard to off-site property shall be stabilized or removed from the site on a daily basis.
5. All silt and debris shall be removed from all devices within 24 hours after each rainstorm and be disposed of properly.
6. A guard shall be posted on the site whenever the depth of water in any device exceeds two feet. The device shall be drained or pumped dry within 24 hours after each rainstorm. Pumping and draining of all basins and drainage devices must comply with the appropriate BMP for dewatering operations.
7. The placement of additional devices to reduce erosion damage and contain pollutants within the site is left to the discretion of the Field Engineer. Additional devices as needed shall be installed to retain sediments and other pollutants on site.
8. Dewatering basins may not be removed or made inoperable between November 1 and April 15 of the following year without the approval of the Building Official.
9. Storm Water Pollution and Erosion Control devices are to be modified, as needed, as the project progresses; the design and placement of these devices is the responsibility of the field engineer. Plans representing changes must be submitted for approval if requested by the Building Official. Every effort should be made to eliminate the discharge of non-storm water from the project sites at all times.
10. Eroded sediments and other pollutants must be retained on-site and may not be transported from the site via street flow, sewers, area drains, natural drainage courses, or wind.
11. Stockpiles of earth and other construction-related materials must be protected from being transported from the site by the forces of wind or water.
12. Fuels, oils, solvents, and other toxic materials must be stored in accordance with their listing and are not to contaminate the soils and surface waters. All approved storage containers are to be protected from the weather. Spills must be cleaned up immediately and disposed of in a proper manner. Spills may not be washed into the drainage system.
13. Excess or waste concrete may not be washed into the public way or any other drainage system. Provisions shall be made to retain concrete wastes on-site until they can be disposed of as solid waste.
14. Developers/contractors are responsible to inspect all Erosion Control Devices and BMPs are installed and functioning properly. If there is a 50% or greater probability of predicted precipitation, and after actual precipitation. A construction site inspection checklist and inspection log shall be maintained at the project site at all times and available for review by the Building Official (copies of the self-inspection check list and inspection logs are available upon request).
15. Trash and construction-related solid wastes must be deposited into a covered receptacle to prevent contamination of rainwater and dispersed by wind.
16. Sediments and other materials may not be tracked from the site by vehicle traffic. The construction entrance roadways must be stabilized so as to inhibit sediments from being deposited into the public way. Accidental depositions must be swept up immediately and may not be washed down by rain or other means.
17. Any slopes with disturbed soils or denuded of vegetation must be stabilized so as to inhibit erosion by wind and water.
18. Developers/contractors are responsible to inspect all Erosion Control Devices and BMPs are installed and functioning properly as required by the State Construction General Permit. A construction site inspection checklist and inspection log shall be maintained at the project site at all times and available for review by the Building Official.
19. The following BMPs from the 2003 Construction BMP Handbook/Partial must be implemented for all construction activities as applicable. As an alternative, details from California Stormwater Quality Handbooks, Construction Site Best Management Practices (BMP) Manual may be used. Additional measures may be required if deemed appropriate by the Building Official.



EROSION CONTROL DETAILS AND NOTES

SANTA BARBARA TOYOTA

PREPARED BY:



civil engineering • land surveying • land planning
23801 Calabasas Road, Suite 1034
Calabasas, CA 91302
Phone: (818) 568-1060
www.diamondwest.net

DATE: 07/25/2025

SHEET C-5 OF 6



SHEET C-6 OF 8

ATTACHMENT D

**PREVIOUS PROJECT
DRB PACKET**



DESIGN REVIEW BOARD

Staff Report

Agenda Item C.1

Meeting Date: September 22, 2020

TO: Goleta Design Review Board
FROM: Brian Hiefield, Associate Planner; (805) 961-7559

SUBJECT: **495 South Kellogg Avenue (APN 071-140-068)**
AKA: 475 South Kellogg Avenue (Honda)
AKA: 425 South Kellogg Avenue (Nissan)
AKA: 5611 Hollister Avenue (Toyota)
Kellogg Auto Center Parcel Map and Development Plans
Case No. 20-0009-DRB

PROJECT DESCRIPTION:

This is a request for *Conceptual/Preliminary Design Review* approval. The Catalina Barber Corporation is requesting approval of a Tentative Parcel Map (TPM) to divide the property identified as APN 071-140-068, totaling approximately 7.82 acres, into three parcels of 2.62 acres, 2.31 acres, and 2.89 acres. The site is currently developed with three existing automobile dealerships, each of which will be located on its own parcel as a result of approval and subsequent recordation of the proposed TPM. The property currently has split zoning districts. The Toyota and Nissan dealerships are currently within the Old Town (OT) Zoning District. The Honda Dealership, located on the southern end of the parcel, is within the General Commercial (CG) Zoning District.

In addition to the TPM, individual Development Plans are proposed for each dealership. Further, additional building square footage is proposed at the Honda and Toyota dealerships. Lastly, landscape changes are proposed at each of the dealership properties. The proposed building and landscape changes are within the DRB purview and are the subject of this review. The TPM and individual Developments Plans will be considered by the Zoning Administrator after the conclusion of the DRB's review on the Preliminary Design Review approval. The changes are outlined below for each dealership.

Honda Dealership

The Honda site is currently being used as an automobile sales and service dealership comprised of an 8,700 square foot sales showroom/parts building and two enclosed service bay buildings totally 10,150 square feet. The service bays are accessed through an open-air drive with a total of (18) service stalls. The total area of the existing development is approximately 18,850 square feet.

The Catalina Barber Corporation is requesting approval of an As-Built Development Plan for the Honda site to reflect the existing development on-site and to allow for a new showroom and additional canopy structures. The new show room space would be created through the enclosure of the existing covered canopy (1,735 S.F.) at the showroom/parts building. The exterior of the showroom will reflect Honda's current color scheme for their dealerships as shown in the attached color board. The proposed unenclosed canopy structures would accommodate additional auto services and storage. The new additional canopy structures include the following:

- parts expansion to the showroom/parts building (300 S.F.);
- open service bay addition to the west end of the existing showroom/parts building (1,800 S.F.);
- service building B canopy expansion (625 S.F.);
- new car delivery canopy to northeast elevation of the showroom/parts building (1,200 S.F.); and
- a detail canopy on the southwest corner of the lot (1,200 S.F.).
- All new canopy structures will be 20 feet in height or less.

Proposed additions total approximately 6,860 square feet. Note that approximately 2,000 square feet of the proposed additions to the showroom and parts building are proposed in areas that are currently under an existing roof/canopy. New landscaping is proposed at the Honda dealership to abate a zoning violation related to previously removed landscaping. This consists primarily of replacing trees around the perimeter of the dealership and adding some low shrubs and grasses to the entire site. Trash facilities will be relocated within a new trash-enclosure. Operating hours will not change. All new construction will comply with required setbacks and height requirements. As the newly constructed square footage would be 20 feet in height or less, story poles were not required. The portion of the showroom that exceeds 20 feet in height is an architectural projection on the existing building and not considered new square footage.

Toyota Dealership

The Toyota dealership includes approximately 18,000 square feet of showroom, offices, and service areas. The Catalina Barber Corporation is requesting to remove an approximately 2,400 square foot service bay built without the benefit of city review or permits. An approximately 3,000 square foot service bay will be rebuilt outside a 100' riparian setback at the rear of the Toyota dealership. Also, an unpermitted canopy type structure and a small shed (both with no foundation) currently located in the 100' riparian setback will be removed. Functions currently taking place in the canopy type structure will be incorporated into the service bay that will be rebuilt outside the 100' riparian setback. Trash facilities will be relocated within a new trash-enclosure. Operating hours will not change. The colors and materials of the canopy structure will match the existing buildings on site. All new construction will comply with required setbacks and height

requirements. As the newly constructed square footage would be 20 feet in height or less, story poles were not required.

Nissan Dealership

The Nissan dealership includes approximately 18,000 square feet of showroom, offices, and service areas. New landscaping is proposed at the Nissan dealership to abate a zoning violation related to previously removed landscaping. This consists primarily of replacing trees on the site frontage and adding some low shrubs and grasses to the interior of the site. Operating hours will not change. No additional square footage is proposed.

DISCUSSION:

- ***Goleta Old Town Heritage District Guidelines (Design Guidelines):***

The Toyota Dealership part of the property is within the Heritage District, making new development on this portion of the site potentially subject to the Design Guidelines. However, the proposed service bay is not considered new development since it is accessory to an approved use (dealership) that was entitled prior to the Design Guidelines going into effect. Therefore, the Design Guidelines are not applicable.

- **Trash Enclosures:**

All trash enclosures must either comply with the setback requirements in the applicable zoning designation or request a setback adjustment from the review authority, which is the Zoning Administrator. Trash enclosures must also meet access and circulation requirements, which are still being discussed with the Public Works Department.

ENVIRONMENTAL REVIEW:

Pursuant to the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code, §§ 21000 et seq.), the regulations promulgated thereunder (14 Cal. Code of Regulations, §§ 15000, et seq.), and the City's Environmental Review Guidelines, the project has been found to be exempt from CEQA and a Notice of Exemption is proposed. The City of Goleta is acting as the Lead Agency for this project.

The proposed parcel map is fewer than four parcels (three parcels). The project is in an urbanized area where all public services and facilities are available and is not located within an environmentally sensitive area. The combined total of all proposed development is less than 10,000 S.F. (9,860 S.F.), requiring minimal grading or trenching. Therefore, the project has been found to be exempt from CEQA pursuant to §§ 15301(e) (Additions to existing structures), 15303(c)(e)

(Limited commercial buildings & accessory structures), 15304(a)(f) (Minor grading & trenching) and 15315 (Minor Land Divisions).

NEXT STEPS:

If the DRB grants the applicant's request for Preliminary Approval and recommends approval to the Zoning Administrator (ZA), the next steps include: (1) a public hearing by the ZA to consider the parcel map and each Development Plan, (2) a 10-day appeal period, (3) Final review by the DRB, (4) approval of a Final Map by the City Council, and (5) a ministerial issuance of a Post Discretionary Zoning Clearance for each Development Plan.

ATTACHMENTS:

- Findings
- Reduced 11" x 17" copies of parcel map, project plans, and color board.

Draft Preliminary Review Findings
Section 17.58.080 Of the Goleta Municipal Code
495 S. Kellogg Ave.
AKA: 475 S. Kellogg Ave.
AKA: 425 S. Kellogg Ave.
AKA: 5611 Hollister Ave.
Case No. 20-0009-DRB
Kellogg Auto Center Parcel Map and Development Plans

Neighborhood Compatibility

- A. The development will be compatible with the neighborhood, and its size, bulk and scale will be appropriate to the site and the neighborhood.
- C. The development demonstrates a harmonious relationship with existing adjoining development, avoiding both excessive variety as well as monotonous repetition, but allowing similarity of style, if warranted.
- J. The project architecture will respect the privacy of neighbors, is considerate of private views, and is protective of solar access off site.

Given the de minimis size of the proposed site improvements for the three dealerships, the site configuration, size, bulk and scale will have minimal change as viewed from the public right-of-way. The same is true for the site layout, orientation, and location of structures and buildings. The project will have little effect on the appearance of the neighborhood as the improvements include enclosing existing roof/canopy space and new canopy structures that are at the rear and screened by the existing buildings. The structure height of the proposed service bay at Toyota is 20 feet, which is consistent with the 30 feet allowed in the OT zone district. The structure height of the proposed service bay at Honda is also 20 feet, which is consistent with the 35 feet allowed in the GC zone district. The proposed architectural projection over the existing Honda showroom would have a maximum height of 27 feet, which is consistent with the 35 feet allowed in the GC zone district. Nissan is not proposing additional square footage. There is not a maximum lot coverage requirement for either the OT or GC zone districts, but for reference, Toyota, Nissan and Honda have approximately a 13%, 19% and 15% lot coverage respectively.

Some residential and a hotel exist to the rear of the property. However, privacy of the neighbors will not be altered as no changes to existing landscaping screening at the rear of the property are proposed. Note: The entire western edge of the project site is screened by hedges. Building height will have a minimal increase with the project, with the only increase being the architectural projection above the existing Honda showroom. The architectural projection is proposed to be 27 feet, which is only 3 feet higher than the existing roofline at 24 feet. Therefore, the project will not adversely affect private views and solar access.

Quality of Architectural Design

- B. Site layout, orientation, and location of structures, including any signage and circulation, are in an appropriate and harmonious relationship to one another and the property. D. There is harmony of material, color, and composition on all sides of structures.
- E. Any outdoor mechanical or electrical equipment is well integrated in the total design and is screened from public view to the maximum extent practicable.
- I. All exterior lighting, including for signage, is well designed, appropriate in size and location, and dark-sky compliant.

The minimal exterior improvements on the Honda site that are visible from the right-of-way are in keeping with the existing design of the building as it is enclosing an existing roof/canopy structure. The proposed architectural projection over the existing showroom is only a 3-foot increase in height and is consistent with height requirements in the Zoning Ordinance. The other structural improvements on the Honda site and the Toyota site are not visible from the right-of-way. Nissan is not proposing additional square footage. Minimal changes are proposed to the lighting approved with the existing entitlement for the whole site. The new exterior lighting proposed at Honda for the proposed service bay will be downward focused and dark sky compliant. No signage is proposed.

Quality of Landscape Design

- F. The site grading is minimized, and the finished topography will be appropriate for the site.
- G. Adequate landscaping is provided in proportion to the project and the site with due regard to preservation of specimen and protected trees, and existing native vegetation.
- H. The selection of plant materials is appropriate to the project and its environment, and adequate provisions have been made for long-term maintenance of the plant materials.

Much of the landscaping proposed is replacing landscaping required under the existing entitlement that had been removed, including replacing several trees around the perimeter of the site along the Hollister Ave, S. Kellogg Ave., Kellogg Pl., and Kellogg Way frontages. The new landscaping proposed is in keeping with the approved landscaping for the original entitlement. No grading is proposed with the project aside from what minimal trenching is required for structure footings and/or foundations. No import or export of fill material is proposed.

Zoning

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

The new development is consistent with pertinent zoning and design standards. Further, the City Council has not adopted any additional design standards applicable to the use or the zone district. Interaction with the Public Right-of-Way will require review and approval by Public Works.