

Darryl Mimick, Supervising Planner  
City of Goleta  
130 Cremona Drive  
Goleta, California 93117

9 February 2026

**Subject: Comments and Suggestions on Goleta Design Review Board Findings on Draft Environmental Impact Report 05-154-VTM-DP-DRB for the Shelby Residential Trust Residential Subdivision/Development Plan Project, 7400 Cathedral Oaks Road (APN 077-530-019).**

Dear Mr. Mimick and Design Review Board Members,

My family and I have lived at 292 King James Court in the Crown Collection development since it was built in 2002. We live directly across Cathedral Oaks Road (CO Road) from the proposed development on the Shelby parcel. I realize that because the project application falls under Bonus Housing Density and so-called “Builder’s Remedy” statutes, local control over project design changes are severely limited. I offer the following suggestions for your consideration:

**Error on p. 1 of DRB Findings:** Existing homes in the Crown Collection development range in size up to 4,320 sf for two-story residences.

**Landscaping Palette:** The proposed landscaping palette for the development should include more native, locally occurring shrubs and trees of value to native birds and pollinators. For example, locally-native coast live oaks (*Quercus agrifolia*) should be substituted for southern live oak (*Quercus virginiana*), which are native to the eastern U.S and do poorly in this region. Trees planted in the bioswale proposed along CO Road should not include black cottonwood (*Populus balsamifera* subsp. *trichocarpa*), as proposed. Use of this species is appropriate in the riparian restoration area along El Encanto Creek. Bioswale trees should include coast live oak, California sycamore, and elderberry (*Sambucus nigra*).

**View Obstruction of Views:** p. 1 in the DRB Findings states that, “*The proposed project is located along a Local Scenic Corridor on Figure 6-1 of the General Plan and the proposed photo simulations which are on file with the Planning Department and are incorporated by reference demonstrated that the view to the mountains will alter minimally.*” The referenced photos and photo-simulations are not representative of how this project blocks mountain views from the public right-of-way (CO Road and sidewalk) and from homeowners’ properties along this stretch of CO Road. The existing pepper tree hedge along the S border of the Shelby parcel was planted about 7-8 years ago and has rapidly obscured the former panoramic view of the mountains along this stretch of the scenic corridor (see photos below). These considerations, coupled with the fact that front- and rear-yard setback requirement have been shortened, means that two-story structures proposed on Lots 31, 32, 34, and 36 will more or less permanently block mountain views for drivers and pedestrians using this stretch of CO Road, and from residents in homes south of the

subject parcel. Consider moving the four two-story residences on Lots 31, 32, 34, and 36 to Lots 39, 42, 47, and 49, further north (but still on relatively flat ground).



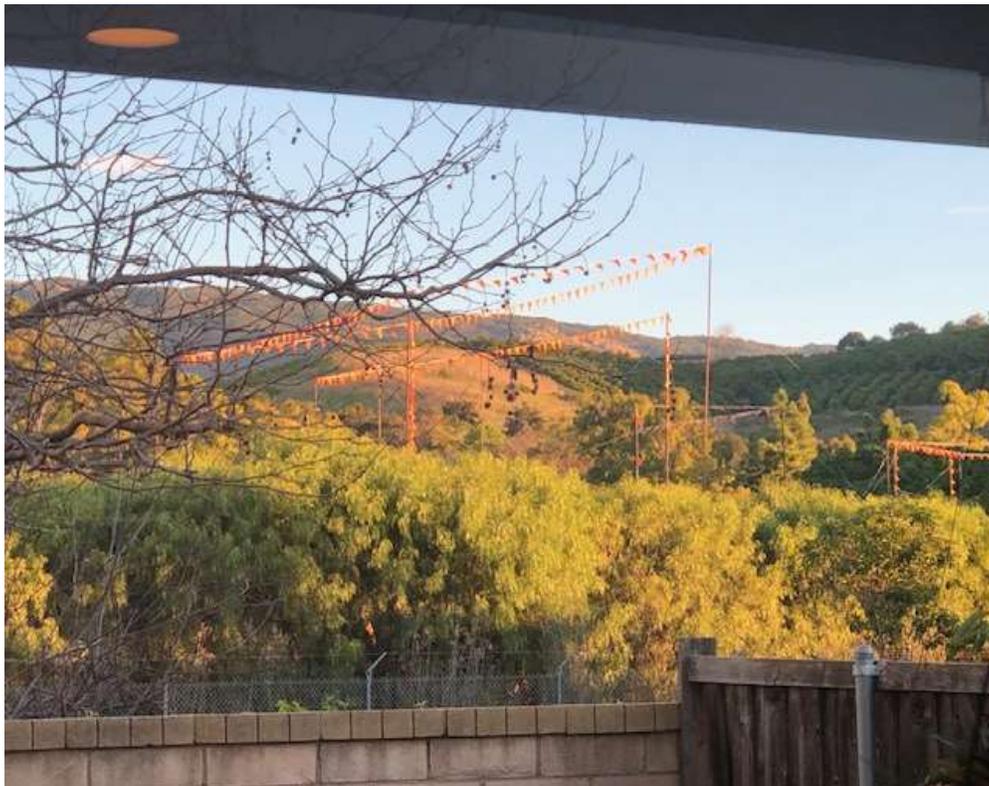
**View looking northeast across parcel from sidewalk along south side of Cathedral Oaks Road. July 2012.**



**Same view as in previous photo following windrow planting. 26 January 2020.**



**Same view, taken from sidewalk along CO Road, looking NE at story poles. Note size of hedge between story poles and chain-link fence. Photo taken 15 January 2026.**



**View taken from my back yard, looking northeast. Story poles for a two-story and a one-story structure in SE corner of Shelby parcel project above pepper tree hedgerow. Photo taken 15 January 2026.**

**Privacy Concerns:** Two-story structures that have outdoor patios/balconies on the upper floor, particularly those proposed along CO Road on Lots 30, 31, 34, 35, and 37, will have unobstructed views into the rear yards and homes along the south side of CO Road across from the subject parcel. Consider rotating structures on these lots 180-degrees so that 2<sup>nd</sup>-floor balconies/patios face north, not south.

**Deed-Restricted Lots:** Eleven (11) of the 56 lots in the proposed development (20%), will be designated deed-restricted as affordable housing for 55 years. Nearly 50% of these deed restrictions will be placed on lots that are located along CO Road—Lots 30, 31, 33, 35, and 37. Consider a more equable distribution of deed-restricted lots throughout the development so that they are not clustered along CO Road.

**Traffic Noise, Pollution, and Safety:** CO Road between Winchester Canyon Road and Los Carneros Road has been the site of five fatal accidents in the past few years, including one at the T-intersection with King Daniel Lane. Speed limits recently have been reduced from 45 to 30-35 between Winchester Road and Glen Annie Road, but vehicles routinely ignore these limits. The proposed entrances to the development will require intersections at Royal Linda Drive and King Daniel Lane. Vehicles turning left into and out of the development present an increased accident risk. CO Road is already heavily traveled by autos, motorcycles, buses, and trucks, including construction vehicles such as dump trucks. As a result, traffic noise, as measured in my back yard, already exceeds allowable City noise limits and restricts my use and my neighbors use and enjoyment of our back yards. The revised DEIR found traffic impacts from this project to be significant and unavoidable (Class I), but since the project cannot be denied on this basis, I suggest the City conduct an applicant-funded study to determine how to integrate traffic created by this project into existing travel densities and traffic controls that reduce speeds and noise levels along this reach of CO Road.

Thank you for your time and consideration of my suggestions on these issues.

Sincerely,

*Lawrence Hunt*

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