



**Agenda Item A.1
PUBLIC HEARING**

Meeting Date: November 17, 2008

TO: Planning Commission Chair and Members

FROM: Steve Chase, Director, Planning and Environmental Services

CONTACT: David Stone, Contract Planner

SUBJECT: 07-102-GP, -OA/, - TM, -DP, -RN;
Haskell's Landing Project; Northwestern Corner of
Hollister Avenue/Las Armas Road intersection; APN 079-210-049

RECOMMENDATION

The Planning Commission's action should include the following:

1. Adopt Planning Commission Resolution 08-___ (Attachment 1), entitled "A Resolution of the Planning Commission of the City of Goleta Recommending to the City Council Approval of Various Actions Related to the Haskell's Landing Project; Case No. 07-102-GP, -TM, -DP, -OA, -RN; Northwestern Corner of the Hollister Avenue/Las Armas Road intersection; APN 079-210-049."

Refer back to staff if the Planning Commission decides to make another recommendation to the City Council.

APPLICANT

Chuck Lande
Oly Chadmar Sandpiper
General Partnership
1933 Cliff Drive Suite 6
Santa Barbara, CA 93109

AGENT

Mary Meaney Reichel
Lucon, Ltd.
66 Hollister Ranch
Gaviota, CA 93117

REQUEST

A hearing on the request of Mary Reichel, representing Oly Chadmar Sandpiper General Partnership, LLC, property owner, for approval of: revisions to City General Plan Policies including Conservation Element 2 (Protection of Creeks and Riparian Areas), Housing Element 11, (Inclusion of Very-Low, Low-, and Moderate-Income

Housing in New Development), Public Safety and Services Facility 3.2 and Map 8-1 (Increased Demand on Fire Protection), and Transportation Element 13.4 (Options if Traffic Mitigations not Fully Funded); an Ordinance Amendment for a Development Agreement (DA) between the City of Goleta and Oly Chadmar Sandpiper General Partnership to address funding of infrastructure addressing General Plan concurrency policies PF 3.2, 3.3, 3.4, as well as Section PF 9, particularly PF 9.6 and 9.7; a Vesting Tentative Tract Map to create a one-lot subdivision of the 14.46-acre property for airspace condominium purposes; a Development Plan to provide for 101 residential units within 42 two-story buildings, associated infrastructure, and common open space under Goleta Municipal Code, Chapter 21 Subdivision Regulations and Chapter 35, Article II, Sections 35-222 and 35-317; and naming of eight interior roadways under Article V, Road Naming and Address Numbering Ordinance. The request is also to accept an Addendum dated November 10, 2008 to the Aradon Project EIR (94-EIR-9), Residences at Sandpiper Supplemental EIR, and the City of Goleta General Plan/Coastal Land Use Plan EIR pursuant to the State Guidelines for the Implementation of the California Environmental Quality Act.

Application Filed: May 8, 2007
Application Complete: February 19, 2008
Processing Deadline: 90 Days from approval of the Addendum

JURISDICTION

Pursuant to State Planning Law, final action on any request for a General Plan Amendment of an Ordinance Amendment is the responsibility of the City Council pursuant to Section 35-325 of the City's Coastal Zoning Ordinance. Tentative Tract Maps and Final Development Plans are under the jurisdiction of the Planning Commission and Development Plan Amendments are under the jurisdiction of the Director. The Ordinance Amendment and Development Agreement are under the jurisdiction of the City Council.

Pursuant to Section 35-292d, when multiple applications are under the jurisdiction of more than one decision maker, the decision maker with the highest jurisdiction is the decision maker for all of the applications. Therefore, the Planning Commission acts in an advisory capacity and is charged with the responsibility for making a recommendation to the City Council.

PROJECT BACKGROUND

The proposed Haskell's Landing Project is the same parcel that was the location of the Aradon Project (see Figure 1 [site plans are provided in Attachment 7]). This project, within what was then the County of Santa Barbara, proposed development of 105

attached residential units and a daycare center. The proposed Aradon Project was never undertaken, and the associated approvals lapsed.

The Residences at Sandpiper Project, was a subsequent project proposed on the project site after the Aradon Project approvals lapsed while still within the jurisdiction of Santa Barbara County. This project proposed development of 119 attached and detached residential units. The two central entitlements requested were similar to those of the Haskell's Landing proposed project. They included:

TM 14,541: A Tentative Tract Map to allow for the subdivision of the 14.46-acre project site into three lots, including two lots for condominium purposes and one common open space lot. The lots would allow for the development of proposed community infrastructure, tract grading and drainage, perimeter walls and related improvements.

99-DP-051: A Development Plan for the 119 attached and detached units, including detached, market rate single family dwellings, and a market and affordable rate (total of 23) townhouses, including triplex and four-plex structures.

The Residences at Sandpiper Project was rejected by the City of Goleta after the site was subject to City incorporation.

This first Planning Commission hearing for the Haskell's Landing Project follows the Conceptual review of the project by the Design Review Board (DRB) on March 25, April 22, June 10, July 22, August 26, and October 14, 2008 (see DRB meeting minutes provided in Attachment 5).

PROJECT DESCRIPTION

The Haskell's Landing Project includes the following entitlements:

The applicant is requesting approval of a vesting tentative tract map, general plan amendments, Ordinance Amendment and Development Agreement, final development plan, and Road Naming, as described below.

1. General Plan Amendments: (07-102-GP)

The Haskell's Landing Project description originally included several proposed amendments that have been adopted by the City of Goleta through the Track 2 General Plan Amendment process. Only three amendments to Goleta General Plan policies and tables specific to development on the project site remain as part of the project. These amendments address issues including: allowing for a 50-foot development setback from Devereux Creek top of bank (Conservation Element Policy 2.2); affordable housing inclusionary standards (Housing Element Policy 11.5); and a correction to a Housing Element Table (Table 10-A16).

Two other amendments (Public Facilities Policy 3.2 and Figure 8.1) are associated with locations identified for constructing a County Fire Station No. 11 directly west and

adjacent to the proposed Haskell's Landing Project site. This specific location had not been identified prior to the initiation of the City of Goleta's General Plan Amendment process, though the requirement for providing a City site in this area was already identified in Public Safety and Services Facility Policy 3.2. One last proposed Haskell's Landing Project GPA that otherwise would be addressed during the Track 3 GPA process is for TE 13.4, Mitigating Traffic Impacts of Development, which would revise text to provide for options to initiate development if capital improvement projects needed to maintain adopted transportation LOS standards are not able to be funded.

2. Development Agreement (07-102-OA)

A Draft Development Agreement (DA) between the City of Goleta and Oly Chadmar Sandpiper General Partnership has been proposed that would address funding of infrastructure addressing General Plan concurrency policies PF 3.2, 3.3, 3.4, as well as Section PF 9, particularly PF 9.6 and 9.7. The Draft DA is included as Attachment 6.

3. Vesting Tentative Tract Map (32,032; 07-102-VTM)

The applicant requests a one lot subdivision of the 14.46-acre parcel for airspace condominium purposes to provide for 101 residential units, associated infrastructure, and common open space (see Figure 2).

4. Final Development Plan (07-102-DP)

The Final Development Plan is a request to allow the construction of a 101-unit residential condominium project totaling 138,061 square feet (s.f.) of building coverage, and 95,628 s.f. of streets, sidewalks, driveways, and parking areas (see Figure 3).

5. Road Naming (07-102-RN)

The proposed project would include naming of eight internal street segments, pursuant to direction from the Santa Barbara County Fire Department.

Unit and Building Design: Seven residential two-story building types are proposed, arranged around two loop road configurations, accessed from Hollister Avenue on the west and Las Armas Road on the east. Single family residence (SFR detached) and single family attached duplex units would provide three bedrooms, with half of the units having an option for an additional bedroom. These units would have a maximum height from finished floor to roof ridgeline of 26.5 feet, and Townhouse (T.H., attached) triplex and four-plex units would have a maximum height of 27 feet. The 2- and 3-bedroom T.H. floor plan to be offered at the market sales category would provide for an extra optional bedroom. Habitable building areas would vary as identified in Table 1 (see page 5):

As illustrated in Table 1, a total of 20 units, a mix of Studio, One-Bedroom, and Two-Bedroom units, would be offered at the affordable upper moderate income level. These affordable units would be distributed throughout the project site. A total of 42 buildings would be constructed as identified in Table 2 (see page 5):

Parking: A total of 258 parking spaces would be provided, exceeding the 218 spaces required under the Coastal Zoning Ordinance Parking Regulations Division 6, Section 35-108. All market-rate SFR and Townhomes units would include a private 2-car garage, while two-bedroom (market rate and affordable) and one-bedroom (affordable) carriage would include a private 1-car garage. Additional uncovered parking would be provided within 200-feet of the affordable units, as required by ordinance. The parking provides 218 Resident spaces and 40 Visitor spaces, of which 173 are enclosed, 40 are driveway Guest, and 45 are on-street within strictly designated pockets (see Figure 5). The spaces meet the Zoning Ordinance requirement and provide a reserve of 40 on-site spaces. An additional 59 additional parking spaces would be available within the longer driveways that serve a portion of the residential units. An additional estimated 20 parking spaces would also become available on Las Armas Road as a result of the improvements mentioned above.

Table 1: Haskell’s Landing Residential Habitable Building Areas

Unit Type	Number	Area (square feet)	Sales Category
Three-Bedroom ¹ SFR	19	3,050	Market
Three-Bedroom ¹ SFR Detached	3	3,050	Market
Three-Bedroom SFR	19	2,650	Market
Three-Bedroom SFR Detached	1	2,650	Market
Three-Bedroom T.H. ¹	17	2,324	Market
Two-Bedroom ¹ T.H.	17	1,813	Market
Two-Bedroom ¹ T.H. detached	2	1,813	Market
Two-Bedroom ¹ T.H.	3	1,364	Market
Two-Bedroom T.H.	8	1,364	Affordable
One-Bedroom T.H.	6	774	Affordable
Studio	6	566	Affordable

Note: 1: Option for one additional bedroom

Table 2: Haskell’s Landing Residential Buildings and Unit Types

Unit Type	Number of Buildings
One Four-Bedroom SFR unit + One Three-Bedroom SFR +	19
Two 3-Bedroom T.H. units + (1) 2-Bedroom T.H. affordable unit or (1) 1-Bedroom affordable unit and (1) affordable Studio	17
Two-Bedroom + detached T.H.	2
Three-Bedroom+ detached SFR	4

Access: Access to and from the condominiums would be provided from Hollister Avenue and Las Armas Road. A minimum 28-foot wide interior loop is provided on each side of Devereux Creek. A portion of the eastern interior loop adjacent to the proposed open space landscape restoration area would incorporate a “grass-crete” type substructure material that would allow for natural dispersal of native grass seed. This paving material, in addition to interior road width and turning radius, was determined in consultation with the Santa Barbara County Fire Department.

A pedestrian trail linking the eastern and western residential components is proposed adjacent and south of the northern property boundary; a 10-foot wide pre-fabricated clear-span steel bridge would span Devereux Creek. A meandering perimeter sidewalk would parallel Hollister Avenue and Las Armas Drive within the project site right of way. The City DRB has requested inclusion of a third pedestrian trail crossing Devereux Creek to facilitate pedestrian access. The applicant has proposed an optional configuration for this trail and bridge within the southern half of the property.

Architecture and Landscaping: The proposed architecture proposed for both detached and attached units is described as a mix of Coastal, Ranch, and Monterey styles (see Figures 7a through 15b). Perimeter units would be oriented toward Hollister Avenue; no sound wall along the roadway is proposed. Units adjacent to Devereux Creek would be oriented to take advantage of proposed restoration of this biologically sensitive area. All units would have private outdoor areas. Common open space would total approximately 346,080 square feet (55%), exceeding the 40 percent Article II Coastal Zoning Ordinance requirement, exclusive of the right-of-way area to be dedicated to the City of Goleta, and includes a children’s play area, and trail, with benches throughout the proposed Devereux Creek restoration area. Private open space would equal 49,992 square feet (8%), such that total project open space would be 63% of all the project area.

The project proposes a 6-foot high sound wall along the northern property boundary, but would not have a perimeter wall along any other property line. Instead, proposed residential units would be oriented outwards with their front yards towards Hollister Avenue, Devereux Creek, or towards interior landscaped common areas.

The project's conceptual landscaping includes a Vegetation Enhancement Plan for the Devereux Creek corridor. All landscaping would be maintained with a pesticide- and herbicide-free program. A total of 87 eucalyptus and 8 cypress trees over 6 inches in diameter measured at breast height would be replaced with a total of 282 drought tolerant Mediterranean and native tree species, both ornamental (e.g., Melaluca, London Plane Tree, etc.) and indigenous to the area (e.g., coast live oak and sycamore) (see Figure 16).

Site Preparation: The site would require approximately 105,610 cubic yards of cut and 75,126 cubic yards of fill, which due to anticipated shrinkage of 25 percent would be balanced on site. Maximum vertical height of cut and fill slopes would be 4 feet. A retaining wall on the northern project boundary would have a maximum 6-foot height.

Utilities: The Goleta Water District and Goleta West Sanitary District would provide water and sewer service to the site, and the applicant has been provided with service letters.

Public Services: Fire protection would in the long term be provided by a proposed County of Santa Barbara Fire Station No. 10, adjacent and west of the project site. Police protection would be provided by the City of Goleta. School facilities would be provided by the Goleta Valley Unified School District, including Elwood Elementary School, Goleta Valley Junior High, and Dos Pueblos High School.

BACKGROUND

The proposed project site is located on the northwestern corner of the Hollister Avenue/Las Armas Road intersection. The entire 14.46-acre site is vacant.

The City's General Plan/Coastal Land Use Plan currently designates the project site as PR-8, Planned Residential, maximum 8 units/per acre, and the site is zoned DR-8, Design Residential, maximum 8 units/per acre.

PROJECT INFORMATION

Site Information	
Ordinance, Zoning District	Article II, DR-8, Design Residential
Site Size	14.46 acres (gross); 14.20 acres (net)
Present Development & Use	Vacant
Surrounding Zoning/Uses	<i>North:</i> Union Pacific Railroad tracks; U.S. 101. <i>South:</i> Sandpiper Golf Course. <i>East:</i> Reliant Peaking Facility, Bacara Resort and Exxon Processing Facility Parking Lot. <i>West:</i> Vacant.

ANALYSIS

Environmental Analysis

Pursuant to Section 15064 of the State *Guidelines for the Implementation of CEQA*, a proposed Addendum to the Aradon Environmental Impact Report (EIR) (94-EIR-9), Residences at Sandpiper Supplemental EIR, and the Goleta General Plan/Coastal Land Use Plan EIR was prepared for the project.

The Addendum dated November 10, 2008 is provided as Attachment 2 to this staff report, and all applicable mitigation measures have been incorporated into recommended conditions of approval set forth in Attachment 1, Exhibit 2.

The following potentially significant impacts are identified:

Aesthetics: Significant but feasibly mitigated impacts would result from potential improper disposal of refuse or waste construction materials during construction. Provision of covered receptacles onsite and weekly waste pickup would mitigate this impact. Though the landscape plan and Devereux Creek Vegetation Enhancement Plan would provide for a break in the middle of the site from structural massing between 26.5 and 27-feet high, development of 101 units throughout the 14.46-acre site would substantially change the existing project site's open space character. Views of open space and the Santa Ynez Mountains and foothills would be lost or obstructed. Views from U.S. 101 of eucalyptus trees located on the project site would be in part obstructed by the proposed 6-foot high sound wall. Development would generate lighting and glare compared to the existing open space, although the types of lighting would be comparable to nearby residential and commercial development. The increase in glare and loss of the night sky character would be a "substantial alteration of the natural character. Use of low intensity/low glare design night lighting shall with hooding would prevent spill over onto adjacent parcels. The project would contribute to the cumulative loss of open space views, including those of the Santa Ynez Mountains and foothills experienced from Hollister Avenue, in combination with proposed Cathedral Oaks Overpass/Union Pacific Railroad Overcrossing, and a new Santa Barbara County Fire Station to be constructed west of the project site. The project, along with recent development at Santa Barbara Shores, and the proposed Dixon Senior Housing project to the west, would contribute to cumulative intensification of the urban visual character on the western Hollister Avenue corridor. All new utility service connections and above-ground mounted equipment such as backflow devices, etc, would be screened from public view and painted (red is prohibited) so as to blend in with the project.

Air Quality: Continued operation of barge loadings at the Venoco Elwood Offshore Facility (EOF) would have the potential to generate increased odor emissions impacting future project sensitive receptors.

Biological Resources: Significant, unavoidable impacts would include loss of upland migratory corridors and open land, fragmentation of habitat and loss of unique botanical resources, and removal of approximately 12 acres of open lands. The proposed project design would preserve 0.568 acres of native grasses, including the main concentration (polygon) in the central portion of the project site, east of Devereux Creek that was previously proposed within the Vegetation Enhancement Plan (VEP) area. A small portion of this polygon within the proposed eastern interior loop adjacent to the proposed open space landscape restoration area would incorporate a “grass-crete” type substructure material that would allow for natural dispersal of native grass seed. The project open space would also include two smaller polygons to the east with between 30 and 50 percent purple needle grass cover, which were not to be preserved under the Residences at Sandpiper project plan. A total of 0.283 acres would be removed. The VEP as refined by mitigation measures would reduce this effect. Loss of vegetation and wildlife habitat incrementally reducing the amount of habitat available in the area would be significant but feasibly mitigated. This would be addressed by an open space easement including the protected area and creek corridor of Devereux Creek. All wetland habitats would be preserved as open space and their habitat quality restored as part of the VEP. The proposed sidewalk along Hollister Avenue would meander through two wetland buffers, but this encroachment would be a minimum of 30 feet from the wetland delineated boundaries, and only four feet from the Hollister Avenue pavement. The sidewalks would not require any maintenance or vegetation removal, such that the long term viability of the wetlands would not be compromised. Increased human and pet encroachment into Devereux Creek would be exacerbated by the construction of the additional trail requested by DRB that would traverse Devereux Creek. Long-term water quality impacts would result from increased runoff of grease and other pollutants in storm water from paved surfaces. The use of Best Management Practices is identified to reduce such contaminant levels. Disturbances from Sewer Lateral and Utility Installation would impact Devereux Creek and the Eucalyptus Grove would be addressed by use of directional boring of utilities within the vicinity of the creek. Providing for native plant species in the Devereux Creek riparian corridor on the VE would address potential reduction of genetic diversity of indigenous populations or species.

The proposed project provides for a minimum 50-foot development setback from the Devereux Creek top bank, a reduction from the existing 100-foot standard in Policy CE.2.2 b. The proposed project would be consistent with all other applicable General Plan/Coastal Land Use Plan Conservation Element Policies. In particular the Devereux Creek VEP and the 50-foot setback would ensure consistency with the following polices:

- CE 1.6 Protection of ESHAs.
- CE 1.7 Mitigation of Impacts to ESHAs.
- CE 1.8 ESHA Buffers.
- CE 1.9 Standards Applicable to Development Projects.
- CE 1.10 Management of ESHAs
- CE 2.3: Compatible land uses and activities in Streamside Protection Areas (SPAs).

- CE 2.5: Maintenance of Creeks as Natural Drainage Systems.
- CE 2.6 Restoration of Degraded Creeks.

A 50-foot development setback from the Devereux Creek top bank, in combination with the project's consistency with the above CE policies relative to compatible uses within the creek corridor, the corridor's revegetation and enhancement, and improvement of the creek's hydrological capacity, would ensure that impacts on biological resources would be *significant but feasibly mitigated*.

Cultural Resources: Although the project site had been surveyed by a professional archaeologist in 1974, the results were considered less than reliable due to poor surface visibility. Therefore, an intensive Phase 1 archaeological survey was performed by a city-qualified archaeologist. No potentially significant prehistoric or historic archaeological resources were located during the investigation. Consultation as required under Senate Bill 18 with California Native American Tribes identified by the Native American Heritage Commission (NAHC) has been requested. Though no archaeological resources were identified onsite, monitoring of initial grading by a city-qualified archaeologist and Chumash observer would ensure proper treatment of any unexpected, potentially significant resources encountered.

Geology/Soils: Potentially significant impacts were identified related to grading and excavation that could result in erosion and sediment loss from stockpiled soils and graded areas onsite. Additionally, soil and geologic conditions present potentially significant impacts related to expansive and compressible soils. Standard erosion control measures would be applied that would mitigate these impacts.

Hazards and Hazardous Materials: Continuous operation of the Reliant Peaking Facility directly east of the project site would expose residential receptors on the eastern property boundary to elevated electromagnetic (EMF) magnetic fields of 2 milligauss (mG). This potentially significant, unavoidable impact would only occur during energy emergencies and peak electrical use periods. The impact would be addressed by providing an EMF Disclosure Statement and an EMF Information Package containing a balanced range of EMF educational and information materials to potential buyers of units along the eastern property boundary. Though no evidence of previous oil production facilities onsite exists similar to the previous project, there is the possibility that unknown hazardous materials might be encountered during grading. Standard notification measures and development of a remediation plan reviewed and approved by County Fire PSD would address this concern.

Noise: Potentially significant impacts related to noise and vibration associated with heavy equipment operation and construction activities, and in particular, pile driving operations have been identified. Such impacts would be mitigated through the limitation of construction hours and advance notification to neighbors, as well shielding of construction equipment within 1,600 feet of sensitive receptors. The current design of the proposed sound wall parallels the northern property boundary. Both proposed

residential units in the northwest corner and northeast corner, however, would have first floor patios and second story balconies facing to the west and east respectively. Noise from the Union Pacific Railroad and U.S. 101 affecting these exterior living areas would not necessarily be fully attenuated by the presently proposed east-west sound wall. Therefore, exterior noise level impacts on these first floor patios and balconies would be potentially significant, but feasibly mitigated. Extending the proposed sound wall 50 feet southward on the western and eastern property boundaries would reduce this adverse effect. Cumulative noise levels on these receptors caused by Cathedral Oaks Overpass operation west of the project site would be significant, but feasibly mitigated by the sound wall as described above.

Public Services: The proposed project would contribute incrementally to regional demands on schools. Short-term construction and long-term residential buildout would contribute to demands on solid waste disposal. A Construction and Demolition Waste Management Plan providing for separation of construction materials and provision of recycling bins at the construction site, and designation of residential storage areas for recyclable materials, composting of lawn clippings and other landscape materials would minimize this impact. Potential provision of substantial funding for construction and outfitting of proposed County Fire Station 11 adjacent to the project site would address the project-specific and regional (western Hollister Avenue) cumulative impacts on fire protection.

Recreation: The proposed project would increase demands on adjacent coastal trails and beaches, and would increase demands on regional recreational facilities. Providing a pedestrian controlled signalized crosswalk at the corner of Hollister Avenue and Las Armas Road to provide a safe pedestrian crossing to the adjacent Santa Barbara Shores County Park, and developing recreational facilities such as play structures within common open space areas would address these impacts.

Transportation/Traffic: Short-term heavy equipment construction traffic would potentially impact local roadways and signalized intersections. A Construction Transportation Plan that designates heavy equipment routes, schedules, and the need for any special flag persons to direct traffic during peak volume periods, with special attention to Ellwood School drop-off and pick-up activity, would mitigate this impact.

On-site parking is provided in accordance with the City's Zoning Ordinance parking requirements. The Zoning Ordinance requires the project to provide a total of 218 parking spaces (198 Resident/20 Visitor). The project provides a total of 258 parking spaces. These include 218 Resident spaces and 40 visitor spaces of which 173 are enclosed, 40 driveway guest, and 45 on-street. The spaces meet the Zoning Ordinance requirement and providing a reserve of 40 on-site spaces. An additional 59 additional parking spaces would be available within the longer driveways that serve a portion of the residential units. An additional estimated 20 parking spaces would also become available on Las Armas Road as a result of the improvements mentioned above.

The Storke Road/U.S. 101 SB Ramps intersection is forecast to operate at LOS D, and the Storke Road/Hollister Avenue intersection is forecast to operate at LOS E during the

P.M. peak hour under Cumulative + Project conditions. The project would add more than 10 trips at the Storke Road/Hollister Avenue intersection, exceeding the Santa Barbara County Association of Government's Congestion Management Plan (CMP) criteria. The CMP requires that deficiency plans be prepared when an intersection reaches LOS E. The City of Goleta has adopted LOS C as the acceptable operating standard for intersections, with the exception of the Storke Road/Hollister Avenue intersection, in which case LOS D is acceptable. The City of Goleta has programmed improvements for the Storke Road corridor, which would return service levels at the U.S. 101 SB ramps/Storke Road intersection to LOS C, and maintain service levels at the Storke Road/Hollister Avenue intersection at LOS D. These improvements would meet City standards and remain consistent with the CMP criteria. The proposed project would be required to contribute traffic fees to the Goleta Transportation Improvement Program (GTIP) for implementation of the planned improvements, which would mitigate this impact.

The applicant proposes revisions to Transportation Element Policy TE 13.4, Options If Traffic Mitigations Are Not Fully Funded. The proposed language would reduce these options for four to two, removing alternatives for the developer to construct necessary transportation systems, and/or to reduce the scope of the project to reduce traffic generation. This language would be inconsistent with changes being considered during the upcoming Track 3 GPA process, and is not considered essential to achieving project objectives.

Water Resources: Increased runoff from increased impervious surfaces could result in sedimentation and therefore decreased water quality in Devereux Slough. Increased runoff could also potentially result in decreased water quality in Devereux Creek due to runoff of oil and grease from the parking lots and runoff of pesticides, herbicides, and fertilizers from landscaped areas. Siltation of the UPRR culvert, located immediately north of the project site along Devereux Creek, would continue to result in divergence of normal creek flow away from the project site. These impacts would be addressed by implementing: an erosion control plan and related BMP's during construction; and BMPs in compliance with the City's Stormwater Management Program Ordinance and draft NPDES permit (and component Stormwater Management Plan) including, but not limited to: installation of an on-site fossil filter to pre-treat surface water before entering into storm drain system and Devereux Creek, and development of bioswales on-site; a pesticide, herbicide and fertilizer maintenance plan that minimizes their use, particularly during the rainy season; and installation of dog mutt-mitt dispensers on both sides of Devereux Creek.

General Plan Consistency Analysis

A summary of the project's consistency with applicable General Plan/Coastal Plan Use Plan policies is provided in Attachment 4 of this staff report. The proposed project (General Plan Amendments, Vesting Tentative Map, Development Plan, and Road Naming) was found to be consistent with all applicable policies.

Zoning Ordinance Consistency Analysis

The proposed project would be consistent with all applicable requirements of the Article II, Coastal Zoning Ordinance DR (Design Residential) zone district, with modifications for front and rear yard setbacks. Attachment 5 of this staff report provides a detailed discussion of project compliance with applicable zoning requirements and standards.

Design Review Board (DRB)

The City's Design Review Board ("DRB") conducted a conceptual review of the project on March 25, April 22, June 10, July 22, August 26, and October 14, 2008 (see minutes DRB meetings provided in Attachment 6). The series of meetings resulted in project redesigns to increase clustering of project components, in particular, minimizing the use of detached single family residences. The use of Mediterranean architectural style elements, including red-tile roofs and stone-lined facades was removed in favor of motifs consistent with contemporary continental designs (e.g., the Coastal and Ranch styles instead of a Tuscan, Rustic Farm House). Integration of proposed internal pedestrian linkages with Las Armas Road and potential parking areas was requested. The resulting project revisions submitted received favorable review in regards to landscaping, architecture, design/height, and compatibility with the adjacent developments.

Goleta Growth Management Ordinance (GGMO)

The Haskell's Landing project is a residential land use, and therefore is not subject to Ordinance 03-04, the Goleta Growth Management Ordinance.

SUMMARY AND CONCLUSION

The request includes applications for:

- Three General Plan Amendments specific to the project site, and two General Plan Amendments that are otherwise contemplated in the Track 3 GPA Process;
- an Ordinance Amendment for a Development Agreement (DA) between the City of Goleta and Oly Chadmar Sandpiper General Partnership to address funding of infrastructure addressing General Plan concurrency policies PF 3.2, 3.3, 3.4, as well as Section PF 9, particularly PF 9.6 and 9.7;
- Vesting Tentative Map one lot subdivision of the 14.46-acre parcel for airspace condominium purposes to provide for 101 residential units, associated infrastructure, and common open space;
- Development Plan for implementation of the Haskell's Landing project; and
- Road Naming application for eight internal street segments.

CEQA findings, legislative findings associated with the General Plan Amendments, and remaining permit findings can all be made as shown in the attachments to this staff report. The proposed project would benefit the community in that it conforms to the

General Plan/Coastal Land Use Plan vision for this property, meets zoning ordinance standards (subject to certain modifications), and provides needed medium density residential opportunities to the City of Goleta. For these reasons, staff recommends approval of the proposed Haskell's Landing Project.

APPEALS PROCEDURE

The Planning Commission's action on the various related requests is advisory to the City Council and will automatically be forwarded to the City Council. The Planning Commission recommendation may be appealed to the City Council within 5 calendar days following final action.

Submitted By:

Approved By:



David Stone
Contract Planner



Patricia S. Miller
Planning Commission Secretary

ATTACHMENTS

1. Planning Commission Resolution 08-_____
2. Proposed Addendum
3. General Plan Consistency Analysis
4. Zoning Ordinance Consistency Analysis
5. DRB Minutes from March 25, April 22, June 10, July 22, August 26, and October 14, 2008
6. Proposed Ordinance Amendment for Draft Development Agreement
7. Project Plans (11" x 17" reductions)