

# **ATTACHMENT 2**

## **General Plan Consistency Analysis**

**MARRIOTT RESIDENCE INN and HOLLISTER CENTER  
GENERAL PLAN CONSISTENCY ANALYSIS  
07-007-GPA, -OA, - DP,-TPM; 07-167-DP AM**

***Land Use Element***

***Policy LU 1.4 Employment Centers. [GP]*** - Existing developed office and industrial areas shall be preserved and protected to continue their role of providing employment opportunities for the community. A mix of industries and economic activities is encouraged in order to provide a wide range of employment opportunities and wage levels and to avoid over reliance on any one economic sector.

Consistent. The proposed project would not remove nearby research and development and office uses, but would provide a differentiated land use compatible with Hollister Avenue corridor businesses. The hotel would also provide a range of economic activity to the City. Therefore, the proposed project is considered consistent with this policy.

***Policy LU 1.8 New Development and Neighborhood Compatibility [GP/CP]—***  
*Approvals of all new development shall require compatibility with the character of existing development in the immediate area, including size, bulk, scale, and height. New development shall not substantially impair or block important viewsheds and scenic vistas, as set forth in the Visual and Historical Resources Element.*

Consistent. This policy is intended to ensure that new development is compatible with the surrounding neighborhood. The bulk, mass, and scale of the project would fit with the surrounding business park and office developments along Hollister Avenue. While the project would result in some viewshed interruption from Hollister Avenue, such aesthetic impacts would be addressed through further design review and refinement by DRB. Additionally, the amendment of the General Plan to allow for higher building heights for M-RP zoned properties with a hotel overlay would also render the project consistent with that policy. Therefore, the proposed project is considered consistent with this policy.

***LU 1.13 Adequate Infrastructure and Services. [GP/CP]*** For health, safety, and general welfare reasons, approvals of new development shall be subject to a requirement that adequate infrastructure will be available, including the following:

- a. *Project-specific and cumulative traffic volumes shall not cause the level of service standards established in Transportation Element Policy TE 4 to be exceeded.*

- b. *Any transportation improvements needed to maintain the level of service standard have been programmed and funding has been committed consistent with Transportation Element Subpolicies TE 13.3 and TE 13.4.*
- c. *Environmental review of needed circulation improvement projects has been completed.*
- d. *Sewer, water, and other infrastructure capacities are sufficient to serve the new development or will be available by the time the development is constructed.*

Consistent. The proposed project would add traffic to the Robin Hill Road/Hollister Avenue intersection that would be considered significant in the cumulative buildout scenario. However, restriping of this approach to provide for left and right turns onto Hollister Avenue, as conditioned by Community Services Department, as well as payment of traffic mitigation fees would offset this traffic impact. The project would also install a temporary sewer holding tank per direction of Goleta Sanitary District, until such time as the GSD relocates a sewer lift station to serve the project site (currently under design and anticipated to be on line in January 2009). All other utility service providers have provided letters indicating that such services are available for the development. Therefore, the proposed project as conditioned is considered consistent with this policy.

***LU 4.2 Business Park (I-BP). [GP/CP]*** *This use designation is intended to identify lands for attractive, well-designed business parks that provide employment opportunities to the community and surrounding area. The intensity, design, and landscaping of development should be consistent with the character of existing development currently located in these areas. Uses in the Business Park designation may include a wide variety of research and development, light industrial, and office uses, as well as small-scale commercial uses that serve the needs of business park employees. In addition, lands designated with a Hotel Overlay may include transient lodging that emphasizes extended stays. ~~The maximum FAR set forth in Table 2-3 is increased from 0.4 to 0.5 for hotel uses.~~ Activities in business park areas shall be conducted primarily indoors, and outdoor storage, processing, manufacturing, and vehicle repair are prohibited.*

*Performance standards for Business Park uses shall ensure that:*

- a. *The scale and design of these uses are compatible with each other and with the existing character of the park and surrounding neighborhoods.*
- b. *Lighting from these uses will not interfere or conflict with adjacent nonindustrial properties.*
- c. *Signage will be controlled.*
- d. *Curb cuts will be minimized and sharing of access encouraged.*

**LAND USE ELEMENT, TABLE 2-3:**

**ALLOWABLE USES AND STANDARDS FOR OFFICE AND INDUSTRIAL USE CATEGORIES**

Allowed Uses and Standards	Office and Industrial Use Categories			
	I-BP	I-OI	I-S	I-G
<b>Industrial (Manufacturing)</b>				
General Manufacturing – No Noxious Impacts	X	–	X	X
General Manufacturing – Potential Noxious Impacts	–	–	–	X
Research and Development	X	X	–	X
Scientific and Similar Instruments	X	X	–	X
Bio-Medical Technology	X	X	–	X
Other Advanced Technology	X	X	–	X
<b>Transportation and Utilities</b>				
Transportation (other than right-of-way)	–	–	X	X
Wireless Communications/Telecommunications	X	X	X	X
Utilities	X	X	–	–
<b>Retail Trade</b>				
Building/Landscape Materials and Equipment	–	X	–	X
Eating and Drinking Establishments	X	X	–	–
Other Retail Trade Establishments	X	X	–	–
<b>Services (Including Offices)</b>				
Finance, Insurance, and Real Estate	X	X	–	–
Personal Services	X	X	–	–
Business Services	X	X	–	–
Information Technology Services	X	X	–	–
Professional Services	–	X	–	–
Medical and Health-Related Services	–	X	–	–
Educational Services	–	X	–	–
Entertainment and Recreation Services	–	X	–	–
Building and Construction Services	–	–	X	X
Other Services	–	–	X	X
<b>Auto-Related Uses</b>				
Automotive Sales and Rentals	–	–	X	X
Auto Repair and Painting	–	–	X	X
Auto Wrecking Yard/Junk Yard	–	–	X	X
Auto Service (Gas) Station	–	–	–	X
<b>Wholesale Trade and Storage</b>				
General Wholesale Trade	–	–	X	X
Warehousing – General	–	–	X	X
Warehousing – Self-Storage	–	–	X	X
Outdoor Storage	–	–	X	X
<b>Residential Uses</b>				
Residential Units	–	X	–	–
One Caretaker Unit Per Parcel	X	X	X	X
Assisted-Living Residential Units	–	X	–	–
<b>Other Uses</b>				
Public and Quasi-public Uses	X	X	X	X
Religious Institutions	–	X	–	–
<b>Standards for Density and Building Intensity</b>				
<b>Standards for Density</b>				
Maximum Residential Density	N/A	20units/acre	N/A	N/A
<b>Standards for Building Intensity</b>				
Maximum FAR	0.40	0.40	0.60	0.30
Maximum FAR for Hotels (with Hotel Overlay)	0.50	0.50	N/A	N/A
Maximum Structure Heights	35 feet	35 feet	35 feet	35 feet
Maximum Lot Coverage Ratio	0.35	0.40	N/A	N/A
Minimum Open Space/Landscaping Ratio	0.30	0.10	0.10	0.10
Minimum Lot Size	N/A	N/A	N/A	N/A
Notes:				
1. Use Categories: I-BP – Business Park; I-OI – Office and Institutional; I-S – Service Industrial; I-G – General Industrial.				
2. X indicates use is allowed in the use category; - indicates use not allowed.				
3. General Note: Some uses requiring approval of a conditional use permit are set forth in text policies, and others are specified in the zoning code.				
4. N/A = Not applicable.				

Consistent. The subject property has a hotel overlay designation in the City's Land Use Element, making the Marriott hotel project consistent as a provider for extended stay visitors. While the proposed project FAR of .60 is greater than that listed in the current Land Use Element Table 2-3, the requested omission of height and FAR restrictions would make the project consistent with this policy. The scale and design of the Marriott Residence Inn would be set back from Hollister Avenue consistently with nearby developments. It would also share one driveway from Hollister Avenue with the existing multi-tenant light industrial facility at 6300 Hollister Avenue. These project components and conditions of approval for the development would make the project considered to be consistent with this policy, as amended.

## **Open Space Element**

**OS 8.3 Preservation. [GP/CP]** *The City shall protect and preserve cultural resources from destruction. The preferred method for preserving a recorded archeological site shall be by preservation in place to maintain the relationship between the artifacts and the archaeological context. Preservation in place may be accomplished by deed restriction as a permanent conservation easement, avoidance through site planning and design, or incorporation of sites into other open spaces to prevent any future development or use that might otherwise adversely impact these resources.*

**OS 8.4 Evaluation of Significance. [GP/CP]** *For any development proposal identified as being located in an area of archaeological sensitivity, a Phase I cultural resources inventory shall be conducted by a professional archaeologist or other qualified expert. All sites determined through a Phase 1 investigation to potentially include cultural resources must undergo subsurface investigation to determine the extent, integrity, and significance of the site. Where Native American artifacts have been found or where oral traditions indicate the site was used by Native Americans in the past, research shall be conducted to determine the extent of the archaeological significance of the site.*

Consistent. The project site has had a Phase II analysis prepared for prior development of the site associated with the Burroughs plant expansion in 1979. Review of that analysis, as well as prior documentation of the CA-SBA-58 site extant near the proposed project, and inclusion of required conditions makes the project consistent with this policy.

**OS 8.5 Mitigation. [GP/CP]** *If research and surface reconnaissance shows that the project area contains a resource of cultural significance that would be adversely impacted by proposed development and avoidance is infeasible, mitigation measures sensitive to the cultural beliefs of the affected population shall be required. Reasonable efforts to leave these resources in an undisturbed state through capping or covering resources with a soil layer prior to*

*development shall be required. If data recovery through excavation is the only feasible mitigation, the City shall confer with the affected Native American nation or most-likely descendants, as well as agencies charged with the responsibility of preserving these resources and organizations having a professional or cultural interest, prior to the removal and disposition of any artifacts.*

Consistent. As noted above, the prior documentation of CA-SBA-58 and the 1979 Burroughs Phase II analysis, the Marriott Residence Inn project would affect approximately 38 percent of the total volume intact of site CA-SBA-58. The project design includes installation of piles and a foundation system that would result in less disturbance than conventional construction methods. The completion of the project would also serve to cap and therefore preserve cultural resources below the first three feet of site excavation. Additionally, observation of site investigative work and construction will be required by to be performed by a most likely descendant Native American observer per mitigation measures 2-4, providing consistency with this policy.

***OS 8.6 Monitoring and Discovery. [GP/CP]*** *On-site monitoring by a qualified archaeologist and appropriate Native American observer shall be required for all grading, excavation, and site preparation that involves earth moving operations on sites identified as archaeologically sensitive. If cultural resources of potential importance are uncovered during construction, the following shall occur:*

- a. The grading or excavation shall cease and the City shall be notified.*
- b. A qualified archeologist shall prepare a report assessing the significance of the find and provide recommendations regarding appropriate disposition.*
- c. Disposition will be determined by the City in conjunction with the affected Native American nation.*

Consistent (Policy OS 8.3 – 8.6). The project site had a Phase II analysis prepared for prior development of the site associated with the Burroughs plant expansion in 1979. Ground disturbance related to the proposed Marriott project construction would affect approximately 38 percent of the total volume intact of site CA-SBA-58. The project design includes installation of piles and a foundation system that would result in fewer disturbances than conventional construction methods. Conditions of approval also provide for evaluation and assessment by a professional archaeologist and Native American most likely descendant observer during this pile driving to minimize potential impacts. Conditions of approval also would ensure that any unknown cultural resources of potential importance, even if within previously disturbed contexts, would be properly addressed by a professional archaeologist and Native American most likely descendant observer. Therefore, based on the construction methodology proposed and conditions of approval, the project would be deemed consistent with this policy.

**OS 8.7 Protection of Paleontological Resources. [GP/CP]** *Should substantial paleontological resources be encountered during construction activities, all work that could further disturb the find shall be stopped and the City of Goleta shall be notified within 24 hours. The applicant shall retain a qualified consultant to prepare a report to the City that evaluates the significance of the find and, if warranted, identifies recovery measures. Upon review and approval of the report by the City, construction may continue after implementation of any identified recovery measures.*

Consistent. Geological formations underlying the project site have been evaluated during soils engineering testing. These formations indicate one-third of the soils are associated with the former Goleta Slough, and below these are located Quaternary age alluvial sediments. While small marine fossils such as clams or invertebrates (snails, worms, etc) can be found in such deposits, these are common and not potentially significant paleontological resources. Therefore, as conditioned, the project would be considered consistent with this policy.

### **Conservation Element**

**CE 1.9 Standards Applicable to Development Projects. [GP/CP]** *The following standards shall apply to consideration of developments within or adjacent to ESHAs:*

- d. All new development shall be sited and designed so as to minimize grading, alteration of natural landforms and physical features, and vegetation clearance in order to reduce or avoid soil erosion, creek siltation, increased runoff, and reduced infiltration of stormwater and to prevent net increases in baseline flows for any receiving water body.*
- j. In areas that are not adjacent to ESHAs, where grading may be allowed during the rainy season, erosion control measures such as sediment basins, silt fencing, sandbagging, and installation of geofabrics shall be implemented prior to and concurrent with all grading operations.*

Consistent. The proposed hotel project has been designed to minimize excavation through use of a pile supported foundation system. While the proposed fill soil will total 17,300 cubic yards, conditions of approval require an erosion control plan that would ensure implementation of best management practices to minimize soil erosion, creek siltation and runoff. Therefore the project can be considered consistent with this policy.

**CE 10.2 Siting and Design of New Development. [GP/CP]** *New development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure the following:*

- a. *Protection of areas that provide important water quality benefits, areas necessary to maintain riparian and aquatic biota, and areas susceptible to erosion and sediment loss.*
- b. *Limiting increases in areas covered by impervious surfaces.*
- c. *Limiting the area where land disturbances occur, such as clearing of vegetation, cut-and-fill, and grading, to reduce erosion and sediment loss.*
- d. *Limiting disturbance of natural drainage features and vegetation.*

Consistent. Project design includes a series of bioswales, a detention basin in the southwest corner, and will use best management practices during construction to minimize runoff to offsite water resources such as Goleta Slough. Therefore, the project can be considered consistent with these policies.

**CE 10.3 Incorporation of Best Management Practices for Stormwater Management [GP/CP]:**

New development shall be designed to minimize impacts to water quality from increased runoff volumes and discharges of pollutants from non-point sources to the maximum extent feasible consistent with the requirements and standards of the Central Coast Regional Water Quality Control Board. ~~Post-development peak stormwater runoff discharge rates shall not exceed the estimated predevelopment rate. Dry weather runoff from new development shall not exceed the predevelopment baseline flow rate to receiving surface water bodies.~~ Post construction structural BMPs shall be designed to treat, infiltrate, or filter the amount of stormwater runoff produced by all storms in accordance with the City's Stormwater Management Program. ~~Up to and including the 85<sup>th</sup> percentile, 24-hour storm event for volume-based BMPs and/or the 85<sup>th</sup> percentile, 1-hour storm event (with an appropriate safety factor) for flow-based BMPs.~~ Examples of BMPs include the following:

- a. Retention and detention basins;
- b. Vegetated swales;
- c. Infiltration galleries or injection wells;
- d. Use of permeable paving materials;
- e. Mechanical devices such as oil-water separators and filters;
- f. Revegetation of graded or disturbed areas.
- g. Other measures that are promoted by the Central Coast Regional Water Quality Control Board and those described in the BMP report of the Bay Area Association of Stormwater Management Agencies.



**CE 10.6 Stormwater Management Requirements.** *[GP/CP] The following requirements shall apply to specific types of development:*

- a. *Commercial and multiple-family development shall use BMPs to control polluted runoff from structures, parking, and loading areas.*

Consistent (Policy CE 10.3, amended, and 10.6): The project design includes a series of bioswales for the project, as well as a retention basin in the southwest corner of the hotel site that would manage post construction site drainage. Additionally, as conditioned, the project would be required to implement best management practices to manage site runoff during construction. With these conditions, the project would be consistent with this policy.

## **Safety Element**

**SE 1.3 Site-Specific Hazards Studies [GP/CP]**—*Applications for new development shall consider exposure of the new development to coastal and other hazards. Where appropriate, an application for new development shall include a geologic/soils/geotechnical study and any other studies that identify geologic hazards affecting the proposed project site and any necessary mitigation measures. The study report shall contain a statement certifying that the project site is suitable for the proposed development and that the development will be safe from geologic hazards. The report shall be prepared and signed by a licensed certified engineering geologist or geotechnical engineer and shall be subject to review and acceptance by the City.*

Consistent. A geotechnical report, hazardous materials report and preliminary drainage report were submitted with the project application. Site soils were noted in this report to have a combination of soft clay, silty sand and peat underlying the site to a depth of approximately 23 feet and hard solid at a depth of 35 to 47 feet. The soil and geologic conditions onsite pose a risk with respect to lateral spreading, subsidence and liquefaction (Ronald J. Pike, Geotechnical Engineer, January 30, 2007). To address these conditions, the project has incorporated a structural system supported by piles driven to a minimum depth of 60 feet below existing grade. The site is also currently undergoing remediation, with contaminant levels last evaluated in February 2008, when they were lower than prior assessments. Per its March 2008 letter, the County Fire Department, Hazardous Materials Unit, has required installation of a soil vapor barrier, and will review the need for any follow up monitoring as the project moves into construction. With incorporation of these conditions, the project is consistent with this policy.

**SE 6.2 Areas Subject to Local Urban Flooding. [GP]** *In addition to flood hazard areas shown on the FIRM maps, the City may require applications for*

*new or expanded development in areas with known persistent local urban flooding to include measures that lessen the urban flooding hazard and/or that mitigate its effects on the proposed development. This requirement shall apply to flooding on any street or roadway that provides access to the proposed development.*

**SE 6.4 Avoidance of Flood Hazard Areas [GP/CP]**—*The City shall discourage any new intensive development in any flood hazard area. Similarly, the City shall require appropriate flood mitigation for intensification of existing development in any flood-prone area. The City shall not approve development within areas designated as the 100-year floodplain that would obstruct flood flow (such as construction in the designated floodway), displace floodwaters onto other property, or be subject to flood damage. The City shall not allow development that will create or worsen drainage problems.*

Consistent (Policy SE 6.2 and 6.4): These policies are intended to reduce the risk of flooding and prevent the obstruction of any floodway. The proposed project is located entirely within the 100-year flood plain, and requires a finished floor level of 18.0 or greater above MSL (mean sea level), based on revised datum from the Flood Control District that show a base flood elevation (BFE) of 16.0 for the hotel site (corrected from prior plans noted in the environmental document). Revised project plans (March 2008) indicate the finished floor of the hotel will be at 18.3 feet MSL, consistent with the BFE requirements for the site. Additionally, the project design includes a series of bioswales, a detention basin in the southwest corner, and would use best management practices during construction to minimize runoff to offsite water resources such as Goleta Slough. Therefore, as conditioned, the proposed project would be considered consistent with these policies.

**SE 7.2 Review of New Development. [GP/CP]** *Applications for new or expanded development shall be reviewed by appropriate Santa Barbara County Fire Department personnel to ensure they are designed in a manner that reduces the risk of loss due to fire. Such review shall include consideration of the adequacy of “defensible space” around structures at risk; access for fire suppression equipment, water supplies, construction standards; and vegetation clearance. Secondary access may be required and shall be considered on a case-by-case basis. The City shall encourage built-in fire suppression systems such as sprinklers, particularly in high-risk or high-value areas.*

Consistent. This policy is intended to ensure adequate fire protection infrastructure is incorporated into the design of new development. Specifically, all such new development must have secondary emergency vehicle access. The project plans and circulation for emergency equipment through drive aisles has been reviewed and conceptually approved by the County Fire Department. Therefore, the proposed project is consistent with this policy.

**SE 9.2 Height Restrictions. [GP]** *The City shall ensure that the heights of proposed buildings, other structures, and landscaping conform to airport operational requirements to minimize the risk of aircraft accidents. The following height restrictions shall apply: 1) no structures or improvements that exceed 35 feet above site grade are allowed within the Clear and Approach Zones; 2) no structures or improvements are allowed within the Clear and Approach Zones that exceed 1 vertical foot per 50 feet of horizontal distance between the structure or improvement and the end of Santa Barbara Airport Runway 7, 1 vertical foot per 34 feet of horizontal distance between the structure or improvement and the end of Santa Barbara Airport Runway 25, and 1 vertical foot per 20 feet of horizontal distance between the structure or improvement and the end of Santa Barbara Airport Runways 15 to 33. The City shall establish and maintain standards in its zoning ordinance for building and structure height restrictions for development in proximity to the Santa Barbara Municipal Airport.*

Consistent. Parcel 1 is within the Clear and Approach Zones to the Airport, but proposed Parcel 2 is outside this zone, and this is the portion of the site proposed for new development. Therefore, the building height proposed with the Development Plan and General Plan Amendment, to allow the hotel to 38'9" from the proposed grade to the top of the roof ridge line would be consistent with this policy.

**SE 10.6 Responsibility for Cleanup by Responsible Party. [GP]** *No new development or substantial redevelopment shall be permitted on land determined to contain actionable contamination until the party responsible for such contamination has been identified and has accepted financial responsibility for any required remediation. The posting of a bond or other appropriate surety in an amount and form acceptable to the City shall be required as a condition of development approval. In appropriate circumstances, the City may assist in attempting to obtain outside grants or other resources to address contamination issues and help fund remediation.*

Consistent: As confirmed by the Santa Barbara County Fire Prevention Division, the landowner is currently considered the responsible party for monitoring soils and groundwater remediation of the site. This effort will continue to be monitored per the County Fire Prevention Division letter of March 2008, which also calls for installation of a soil vapor barrier and protections to workers during construction. Therefore, with these conditions, the project would be consistent with this policy.

## **Visual & Historic Resources Element**

**VH 1.1 Scenic Resources [GP/CP]**—*An essential aspect of Goleta's character is derived from the various scenic resources within and around the city. Views of these resources from public and private areas contribute to the overall*

*attractiveness of the city and the quality of life enjoyed by its residents, visitors, and workforce. The City shall support the protection and preservation of the following scenic resources:*

- a. The open waters of the Pacific Ocean/Santa Barbara Channel, with the Channel Islands visible in the distance.*
- b. Goleta's Pacific shoreline, including beaches, dunes, lagoons, coastal bluffs, and open costal mesas.*
- c. Goleta and Devereux Sloughs.*
- d. Creeks and the vegetation associated with their riparian corridors.*
- e. Agricultural areas, including orchards, lands in vegetable or other crop production, and fallow agricultural lands.*
- f. Lake Los Carneros and the surrounding woodlands.*
- g. Prominent natural landforms, such as the foothills and the Santa Ynez Mountains.*

***VH 1.4 Protection of Mountain and Foothill Views [GP/CP]***—*Views of mountains and foothills from public areas shall be preserved. View preservation associated with development that may affect views of mountains or foothills should be accomplished first through site selection and then by use of design alternatives that enhance, rather than obstruct or degrade, such views. To minimize structural intrusion into the skyline, the following development practices shall be used where appropriate:*

- a. Limitations on the height and size of structures.*
- b. Limitations on the height of exterior walls (including retaining walls) and fences.*
- c. Stepping of buildings so that the heights of building elements are lower near the street and increase with distance from the public viewing area. Increased setbacks along major roadways to preserve views and create an attractive visual corridor.*
- d. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.*
- e. Limitations on removal of native vegetation.*
- f. Use of landscaping for screening purposes and/or minimizing view blockage as applicable.*
- g. Revegetation of disturbed areas.*
- h. Limitations on the use of reflective materials and colors for roofs, walls (including retaining walls), and fences.*
- i. Selection of colors and materials that harmonize with the surrounding landscape.*
- j. Clustering of building sites and structures.*

Consistent. These policies are intended to protect the City's scenic resources as defined in Policy VH 1.1 of the General Plan, public views of the mountains and foothills, public views of open space, and natural landforms. The project would not affect views of the Goleta Slough, but would interrupt mountain views from Hollister Avenue for the majority of the project site. The project design has varied roof heights, but includes an average roof height of 35 feet with some roof peaks as high as 38', which could appear higher due to the required soil fill on site. As a result of DRB comments, the project design was modified to "stair step" the elevation of the southwest corner, use vertical tower and horizontal banding accents, redesign the entry arches with the following design modifications: height reduction and stair-stepped elevation at the southeast corner; introduction of earth tone colors and stone veneer materials; vertical tower and horizontal banding accents, redesign the entry arches with stronger column bases to achieve more symmetry/proportionality with a stronger pedestrian orientation, and provision of a meandering sidewalk along the project frontages. With incorporation of these and other DRB directives not yet incorporated into project plans, the project would not affect in a significant manner continuous public views of scenic resources from Hollister Avenue. Therefore, with implementation of further DRB review and related conditions of approval requiring a surveyed building height, the proposed project is considered consistent with these policies.

***VH 2.3 Development Projects Along Scenic Corridors [GP]—Development adjacent to scenic corridors should not degrade or obstruct views of scenic areas. To ensure visual compatibility with the scenic qualities, the following practices shall be used, where appropriate:***

- a. Incorporate natural features in design.*
- b. Use landscaping for screening purposes and/or for minimizing view blockage as applicable.*
- c. Minimize vegetation removal.*
- d. Limit the height and size of structures.*
- e. Cluster building sites and structures.*
- f. Limit grading for development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land.*
- g. Preserve historical structures or sites.*
- h. Plant and preserve trees.*
- i. Minimize use of signage.*
- j. Provide site-specific visual assessments, including use of story poles.*
- k. Provide a similar level of architectural detail on all elevations visible from scenic corridors.*

- l. Place existing overhead utilities and all new utilities underground.*
- m. Establish setbacks along major roadways to help preserve views and create an attractive scenic corridor. On flat sites, step the heights of buildings so that the height of building elements is lower close to the street and increases with distance from the street.*

Consistent. This policy is intended to ensure that new development adjacent to designated scenic corridors does not obstruct or degrade public views of scenic resources as seen from these view corridors. The project will continue DRB review prior to land use permits, and further refinement of the building massing, landscape plan, articulation of façade walls and variable recesses and roof heights may result. Although the project site is directly visible from Hollister Avenue, a scenic corridor in the General Plan, it would not block a continuous view from Hollister Avenue as this area is already developed with lower structures over which mountain views remain. Therefore, the proposed project is considered consistent with this policy with conditions of approval.

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

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

***VH 3.3 Site Design [GP]***—*The City’s visual character shall be enhanced through appropriate site design. Site plans shall provide for buildings, structures, and uses that are subordinate to the natural topography, existing vegetation, and drainage courses; adequate landscaping; adequate vehicular circulation and parking; adequate pedestrian circulation; and provision and/or maintenance of solar access.*

***VH 3.4 Building Design [GP]***—*The City’s visual character shall be enhanced through development of structures that are appropriate in scale and orientation and that use high quality, durable materials. Structures shall incorporate architectural styles, landscaping, and amenities that are compatible with and complement surrounding development.*

Consistent (Policy 3.1 through 3.4). The intent of these policies is to ensure that new development is designed in a manner to be consistent with the City's visual character provided through views of open spaces, natural features, low density neighborhoods, and few prominent buildings and structures. The Marriott Residence Inn project is located in a neighborhood of business park uses, and would add some variety to this section of Hollister Avenue with the building height, architectural style, and varied elevation recesses. Along with the generous landscaping proposed, these design features would make the project consistent with these policies, as conditioned.

***VH 3.5 Pedestrian-Oriented Design [GP]***—*The city's visual character shall be enhanced through provision of aesthetically pleasing pedestrian connections within and between neighborhoods, recreational facilities, shopping, workplaces, and other modes of transportation, including bicycles and transit.*

Consistent. This policy is intended to promote pedestrian friendly design for aesthetic reasons purposes. The project includes generous and meandering 6-foot sidewalks and adjoining landscaped parkways along Hollister Avenue, as well as a new 6-foot sidewalk along Robin Hill Road (with no frontage improvements along La Patera Lane). These features are anticipated to enhance pedestrian access in the project vicinity as a result of the new hotel. Therefore, the project is considered consistent with this policy subject to implementation of the required conditions of approval.

***VH 4.6 Industrial Areas. [GP]*** *The following standards shall be applicable to industrial development (see related LU 4.2):*

- a. All structures shall be designed to be compatible with adjacent development relative to size, bulk, and scale.*
- b. Where residential or commercial uses exist adjacent to industrial properties, such areas shall be buffered from industrial uses by increased setbacks and heavily landscaped screens.*
- c. Transfer of noise off-site shall be minimized by the use of screen walls, acoustical enclosures, or building placement. Noise generating activities shall be located as far as possible from nonindustrial uses.*
- d. All outdoor storage or maintenance areas shall be screened. Landscaping may be used alone or in conjunction with fencing or walls.*
- e. Loading areas and recycling and trash facilities shall be easily accessed and screened from view with landscaping and/or fencing or walls. Adjacent uses shall be considered when siting such areas.*
- f. Roof-mounted equipment shall be screened and considered as part of the structure for height calculations.*

- g. Architectural detailing shall be used to break up the box-like appearance of construction typically used for industrial buildings.*
- h. Adequate lighting shall be provided for security and safety purposes but designed to prevent encroachment onto adjacent uses, wildlife habitats, or the night sky.*
- i. Sufficient, secure, and protected bicycle parking shall be provided.*
- j. Public transit shall be encouraged through effective placement of stops for local and regional transit services. Existing stops shall be upgraded as appropriate.*

Consistent. The proposed project would be located in a business park area and would share access with the existing business park Hollister Center multi-tenant building to the east. The project incorporates varied elevations and heights to help it blend into the surrounding area, along with generous landscaping, and a meandering sidewalk that will help tie the two sites together. Final design for details such as roof equipment and lighting plans by the DRB will further ensure project consistency with these policies.

**VH 4.7 Office Buildings, Business Parks, Institutional, and Public/Quasi-Public Uses. [GP]** *The following standards shall be applicable to office and business park development and institutional and public/quasi-public uses:*

- a. Buildings and structures shall be designed to be compatible with adjacent development relative to size, bulk, and scale.*
- b. Street elevations of buildings and structures should enhance the streetscape and should be pedestrian friendly. To create diversity and avoid monotonous façades, varied building setbacks should be provided and be proportionate to the scale of the building.*
- c. Plazas, courtyards, and landscaped open space should be provided to create a campus-like setting and encourage pedestrian access.*
- d. Parking lots should not be the dominant visual element and shall be located behind or beside buildings, where appropriate. Where buildings do not screen parking lots, landscaping, berms, and/or low walls shall be used to screen cars from adjacent roadways and other developments.*
- e. Architectural elements such as arcades are encouraged to identify the main entrance and reinforce the pedestrian scale.*
- f. Bicycle access shall be provided and encouraged via bike lanes. Sufficient, secure, and protected bicycle parking shall be provided.*
- g. Public transit shall be encouraged through effective placement of stops for local and regional transit services. Existing stops shall be upgraded as appropriate.*



- h. Loading areas and recycling and trash facilities shall be easily accessed and screened from view with landscaping and/or fencing or walls. Adjacent uses shall be considered when such areas are sited.*
- i. Roof mounted equipment shall be screened and considered as part of the structure for height calculations.*

Consistent. The Marriott Residence Inn project would be a commercial use in a business park area, allowed through the application of a Hotel Overlay district on the project site, as included in the Goleta General Plan. Therefore, the project's consistency with the policy above is based on its neighborhood context among other business park developments, but a site specific design for a commercial hotel. As such, the architecture, site planning and detailing of the site have been created to blend the two types of land uses and development styles. Therefore, the project as conditioned would be consistent with this policy.

***VH 4.9 Landscape Design [GP]***—*Landscaping shall be considered and designed as an integral part of development, not relegated to remaining portions of a site following placement of buildings, parking, or vehicular access. Landscaping shall conform to the following standards:*

- a. Landscaping that conforms to the natural topography and protects existing specimen trees is encouraged.*
- b. Any specimen trees removed shall be replaced with a similar size tree or with a tree deemed appropriate by the City.*
- c. Landscaping shall emphasize the use of native and drought-tolerant vegetation and should include a range and density of plantings including trees, shrubs, groundcover, and vines of various heights and species.*
- d. The use of invasive plants shall be prohibited.*
- e. Landscaping shall be incorporated into the design to soften building masses, reinforce pedestrian scale, and provide screening along public streets and off-street parking areas.*

Consistent. These policies establish architectural guidelines for project design and landscaping. The proposed project includes entryway and street trees, as well as canopy trees within the site and use of a native and drought tolerant plant palette. As such, the project is considered consistent with these policies as conditioned.

***VH 4.10 Streetscape and Frontage Design. [GP]*** *A unified streetscape shall be created to improve the interface between pedestrians and vehicles. The following design elements shall be incorporated where feasible:*

- a. Abundant street trees and landscaped medians.*

- b. *Landscaping that buffers pedestrians and bicyclists from traffic without creating site distance conflicts.*
- c. *Coordination of landscaping within the public right-of-way and adjacent development to provide an integrated street frontage.*
- d. *Provision of street furniture including benches, planter seating, trash containers, and pedestrian scale light fixtures.*
- e. *Use of pavement treatments and decorative tree wells.*
- f. *Accent planting, textured paving, and specimen trees used to establish identities at building entries.*
- g. *Traffic control and utility hardware such as backflow devices, traffic control cabinets, cable television boxes, and air vacuum and release enclosures shall be screened from view and colored to blend in with the surroundings. Such hardware should be placed outside sidewalks and away from intersections to the extent feasible.*

Consistent: The project landscape plan includes extensive new landscaping elements including generous ground cover and trees with varied heights. A majority of this landscaped area is provided around the perimeter of the proposed hotel, and along the street frontages of Hollister Avenue and Robin Hill Road. Along with the provision of new sidewalks, these areas will enhance the pedestrian experience along the hotel project frontage. Conditions of approval also require screening of utility hardware to maintain an attractive street frontage. Therefore, with implementation of conditions of approval, the project would be consistent with this policy.

**VH 4.11 Parking Lots. [GP]** *Parking lots shall be adequately designed and landscaped. The following standards shall apply (see related Policy TE 9):*

- a. *Adequate parking requirements shall be established for all zone districts and conditionally permitted uses.*
- b. *Adequate parking space dimensions and aisle widths shall be established.*
- c. *Angled parking spaces are encouraged in order to maximize visibility for drivers and pedestrians. Retail parking lot design that includes 90-degree parking spaces is discouraged.*
- d. *Pedestrian circulation shall be adequate, clearly delineated, and integrated with internal vehicle circulation to allow for safe and convenient pedestrian links from parking areas to building entrances. Planting strips should be used between traffic zones and sidewalks wherever possible.*
- e. *Retail parking lots shall provide for adequate shopping cart storage that is adequately screened.*
- f. *Parking lot landscaping shall provide for adequate visual relief, screening, and shade. Adequate tree density shall be established and shall include*

*approximately one tree for every four parking spaces. Deciduous trees in parking lots are discouraged due to the visual effects of loss of canopy.*

- g. Parking lot lighting shall be considered relative to the selection and location of parking lot trees and their height at maturity.*
- h. Shared parking arrangements are encouraged where neighboring uses have different peak use periods.*
- i. Permeable parking surfaces and grass-incorporated paving systems are encouraged to reduce stormwater runoff. Water quality protection measures such as storm drain filters should be used to minimize pollutants that would result in impacts to downstream water bodies or habitat.*

Consistent: The Marriott Hotel site project plans include landscaping on the perimeter of the site, and within landscape planters around the building to provide visual relief, screening and shade. The project would record a reciprocal access and parking agreement to create a shared parking arrangement with the adjoining Hollister Center, taking advantage of complementary peak parking demands of adjoining properties. The hotel project site plan also includes bioswales to reduce stormwater runoff. The new entry way driveway will enhance the parking lot for the Hollister Center, and remaining deficiencies of this existing development would be addressed through its Development Plan Amendment. Therefore, with the conditions of approval, the project would be deemed consistent with this policy.

***VH 4.12 Lighting. [GP]*** *Outdoor lighting fixtures shall be designed, located, aimed downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and sky glow. The following standards shall apply:*

- a. Outdoor lighting shall be the minimum number of fixtures and intensity needed for the intended purpose. Fixtures shall be fully shielded and have full cut off lights to minimize visibility from public viewing areas and prevent light pollution into residential areas or other sensitive uses such as wildlife habitats or migration routes.*
- b. Direct upward light emission shall be avoided to protect views of the night sky.*
- c. Light fixtures used in new development shall be appropriate to the architectural style and scale and compatible with the surrounding area.*

Consistent: The hotel site would continue to be reviewed by DRB for provision of appropriate lighting standards, fixtures, and styles to minimize night sky lighting and maintain consistency with the surrounding area. Therefore, with conditions of approval, the project would be considered consistent with this policy.

**VH 4.14 Utilities [GP]**—New development projects shall be required to place new utility lines underground. Existing overhead utility lines should be placed underground when feasible. Undergrounding of utility hardware is encouraged. Any aboveground utility hardware, such as water meters, electrical transformers, or backflow devices, shall not inhibit line of sight or encroach into public walkways and, where feasible, should be screened from public view by methods including, but not limited to, appropriate paint color, landscaping, and/or walls.

Consistent. This policy requires all utilities serving new development to be undergrounded. Conditions of approval for the project require all new utility service connections to proposed Parcel 2, as well as all utility connections along Hollister Avenue, to be undergrounded. Therefore, the proposed project is considered consistent with these policies as conditioned. .

## **Transportation Element**

**TE 3.3 Major Arterials. [GP/CP]** Roads designated as major arterials are shown in Figure 7-2. The following criteria and standards shall apply to roads designated as major arterials:

- a. Definition/Function: Major arterials are continuous routes that carry through traffic between various neighborhoods and communities, frequently providing access to major traffic generators such as shopping areas, employment centers, recreational areas, higher-density residential areas, and places of assembly. Driveway access, especially for residential uses, to a major arterial is generally discouraged or kept to a minimum in order to facilitate traffic flows.
- b. Access to Abutting Properties. Although established patterns of development in Goleta have created driveways along most arterial segments, access to abutting properties shall be managed to maximize safety and functionality for through traffic, including but not limited to the following characteristics:
  - 1) Driveways shall have sufficient width to minimize conflicts between through traffic and turning movements.
  - 2) Driveways shall adhere to safe sight-distance requirements to the extent feasible.
  - 3) New development abutting major and minor arterials shall accommodate safe ingress and egress without necessitating backing movements into the arterial.
  - 4) Where feasible, sharing driveways with adjoining properties is encouraged, with provision of reciprocal access easements.

Where street standards cannot be fully met and access from the arterial must be approved due to the absence of any other feasible and practicable

*alternative, development intensity may be reduced on the site to lessen or avoid potential traffic safety hazards and vehicular conflicts.*

c. *Design Standards.* *The following standards shall apply:*

- 1) *A principal or major arterial may be a divided or an undivided multi-lane road, with or without center median.*
- 2) *The maximum number of through-travel lanes shall be two lanes in each direction except for street segments between US-101 and Hollister Avenue, where the maximum number of lanes shall be three lanes in each direction.*
- 3) *Lane widths and intersection geometrics shall be adequate to accommodate transit vehicles and large trucks.*
- 4) *Intersections of arterials with cross-routes are provided at grade, although partial control of access may occur at some locations. Intersection controls shall give priority to traffic flow on the arterial rather than the cross-route.*
- 5) *Major arterials shall include facilities to accommodate pedestrians and bicycles.*
- 6) *At a minimum, major arterials shall include curbs, gutters, and sidewalks. Major arterials may include landscaped medians and/or landscaped strips between curb and sidewalk.*
- 7) *Parking may be provided in appropriate segments on either or both*

*Consistent.* *The project has been revised following preliminary reviews to combine on driveway along Hollister Avenue that will serve the proposed hotel and the existing Hollister Center. Additionally, frontage improvements would include curb, gutter, sidewalk on both Hollister Avenue and Robin Hill Road. Installation of a raised landscaped median to allow left turns into the new driveway, but no left turns out, would be required to ensure driveway access control and the least interruption to Hollister Avenue through movements. With these improvements and based on conditions of approval, the project would be consistent with this policy.*

***TE 3.4 Minor Arterials. [GP]*** *Routes designated as minor arterials are shown in Figure 7-2. The following criteria and standards apply to these roads:*

- a. *Definition/Function:* *Minor arterials serve as a secondary type of arterial facility carrying local through traffic within communities, frequently providing access to shopping areas, employment centers, recreational areas, residential areas, and places of assembly. A minor arterial may connect different neighborhood areas within the city.*
- b. *Design Standards:* *The following standards shall apply:*
  - 1) *A minor arterial may be a divided or an undivided multi-lane road, with or without center median.*

- 2) *The number of through-travel lanes is usually one lane in each direction, although two lanes may be provided on particular segments, when warranted by traffic volumes.*
- 3) *Lane widths and intersection geometrics shall be adequate to accommodate transit vehicles and large trucks.*
- 4) *Intersections of arterials with cross-routes are provided at grade, although partial control of access may occur at some locations. Intersection controls shall give priority to traffic flow on the minor arterial rather than the cross-route, except where the cross-route is a major arterial.*
- 5) *Minor arterials shall include facilities to accommodate pedestrians and bicycles.*
- 6) *At a minimum, minor arterials shall include curbs, gutters, and sidewalks. Minor arterials may include landscaped medians and/or landscaped strips between curb and sidewalk.*
- 7) *Parking may be required in appropriate segments on either or both sides of the street.*

Consistent. The Hollister Center portion of the project is located along La Patera, designated a minor arterial on Figure 7-2. The project is not expected to affect La Patera Lane as new development of the hotel would concentrate vehicular access at the new driveways on Hollister Avenue and Robin Hill Road. La Patera currently meets most of the standards in this policy, and so the project would be considered consistent with this policy.

***TE 3.9 Right-of-Way Dedications and Improvements. [GP/CP]*** Existing and future rights-of-way may vary along different segments of individual streets within a single functional classification, based upon the existing patterns of development along the various segments. The appropriate street cross section, frontage improvements, and right-of-way dedications shall be established by the City Engineer when imposing conditions of approval for development applications on abutting parcels. Dedications of right-of-way may be greater in locations where it is appropriate to secure space for utilities, street appurtenances, transit facilities, and landscaped areas.

Consistent. The project has incorporated dedication of ROW and frontage improvements, reciprocal access agreements for shared driveway and a meandering sidewalk as provided in conditions of approval. With these improvements, subject to final plan review by Community Services, the project would be consistent with this policy.

***TE 4.1 General Level of Service Standard. [GP]*** A traffic LOS standard C shall apply citywide to major arterials, minor arterials, and collector roadways and signalized and unsignalized intersections, except as provided in TE 4.2. The standard shall apply to daily traffic volumes and both AM and PM peak hours for

intersections, and to average daily traffic volumes (ADT) for roadway segments. Table 7-3 provides descriptions of the LOS categories.

Consistent. As discussed in the project environmental document, the contribution of traffic would not degrade existing levels of service for roadways or intersections, with the exception of Hollister Avenue and Robin Hill Road. To address these impacts, the project will be installing a raised median along Hollister Avenue, and provide striping at the southbound approach of Robin Hill to Hollister Avenue to improve existing and proposed vehicular flow in this area. Therefore, as conditioned, the project would be consistent with this policy.

**TE 4.6 LOS Effects of Future Land Use Plan Amendments. [GP]** Any amendment to the Land Use Element that would increase impacts on arterials and intersections at ultimate capacity shall include the development and implementation of transportation measures that would not reduce the LOS (increase the traffic volume to roadway capacity [v/c] ratio) of these facilities.

Consistent. The construction of the Marriott Residence Inn project would be consistent with the Goleta General Plan/Coastal Land Use Plan in terms of land use anticipated for the project site. The General Plan Amendment to omit the restriction on FAR would not appreciably affect the project's impacts to local streets. Further, the project will be required to pay Development Impact Fees for Transportation (GTIP) fees would contribute to LOS maintenance of the existing roadway system. As conditioned, the project would be consistent with this policy.

**TE 7.8 Hollister Avenue Transit Corridor. [GP]** Hollister Avenue from the eastern city boundary west to Pacific Oaks Road is designated as the Hollister Avenue Transit Corridor. The public transportation map in Figure 7-4 illustrates that the highest concentration of transit routes and greatest frequency of service occur in this area. The land areas along this corridor include existing and planned future retail commercial and employment centers as well as higher-density housing. These higher-intensity uses are transit oriented; the City supports efforts by MTD and other providers to expand express and local bus services along this corridor as ridership levels warrant.

**TE 7.12 Transit Amenities in New Development. [GP/CP]** The City shall require new or substantially renovated development to incorporate appropriate measures to facilitate transit use, such as integrating bus stop design with the design of the development. Bus turnouts, comfortable and attractive all-weather shelters, lighting, benches, secure bicycle parking, and other appropriate amenities shall be incorporated into development, when appropriate, along Hollister Avenue and along other bus routes within the city. Existing facilities that are inadequate or deteriorated shall be improved or upgraded where appropriate and feasible.

Consistent - Policies TE 7.8 and 7.12. The project would be required to improve the existing bus turnout at Hollister Avenue and Robin Hill Road, in compliance with requirements by the City of Goleta Community Services Department, City of Santa Barbara and Metropolitan Transit District. This improvement, which may include a new bus turnout, would make the project consistent with this policy.

***TE 9.2 Adequacy of Parking Supply in Proposed Development. [GP/CP]***  
*The City shall require all proposed new development and changes/intensifications in use of existing nonresidential structures to provide a sufficient number of off-street parking spaces to accommodate the parking demand generated by the proposed use(s), and to avoid spillover of parking onto neighboring properties and streets.*

Consistent. Recordation of a reciprocal parking agreement to provide parking for the Marriott Residence Inn on the adjacent Hollister Center site, during peak demand periods, would be required by the conditions of approval and review by Community Services Department. Such a reciprocal parking agreement would offset the parking modification needed for the hotel to provide an additional 30 parking spaces to meet the peak parking demand, as well as the 5 parking spaces required by City of Goleta code. With recordation of this agreement required through the conditions of approval, the project would be consistent with this policy.

***TE 9.5 Parking Lot Design. [GP]*** *Design standards applicable to retail, commercial, business parks, and parking lots are set forth in the Visual and Historic Resources Element Subpolicies VH 4.5, 4.7, and 4.11. In addition, the following standards and criteria shall apply to parking lots of three or more spaces:*

- a. Parking lot design shall provide that all individual spaces are clearly delineated and have easy ingress and egress by vehicles.*
- b. Proposals that include compact parking spaces shall be subject to discretionary approval by the City, and the number of compact parking spaces shall not exceed 20 percent of the total; parking spaces for oversized vehicles shall be included when appropriate.*
- c. Access driveways and aisles shall have adequate geometrics, and the layout shall be clear, functional, and well organized.*
- d. Pedestrian walkways between the parking area and the street, main entrance, and transit stops should be protected by landscaped or other buffers to the extent feasible.*
- e. The visual impact of large expanses of parking lots shall be reduced by appropriate response to the design standards set forth in the Visual and Historic Resources Element's Policy VH 4.*



Consistent. The project has been revised to address certain comments from the DRB, as well as staff review of the site plan during the project analysis and environmental review. As designed the Marriott Residence Inn would provide appropriate parking circulation, driveway access, pedestrian amenities along the project frontages, and extensive landscaping compliant with Visual Resource policies. However, the project includes 25% compact parking stalls, and does not comply with the required number of landscape planters per Policy VH 4. These deficiencies would be addressed through final site design, and are feasible given the ability to share parking with the Hollister Center. Therefore, as conditioned, and with these revisions, the project would be consistent with this policy.

***TE 10.4 Pedestrian Facilities in New Development. [GP]*** *Proposals for new development or substantial alterations of existing development shall be required to include pedestrian linkages and standard frontage improvements. These improvements may include construction of sidewalks and other pedestrian paths, provision of benches, public art, informational signage, appropriate landscaping, and lighting. In planning new subdivisions or large-scale development, pedestrian connections should be provided through subdivisions and cul-de-sacs to interconnect with adjacent areas. Dedications of public access easements shall be required where appropriate.*

Consistent. The project would include a meandering sidewalk on both Hollister Avenue and Robin Hill Road, along with extensive landscaping and appropriate signage to provide a strong pedestrian component in the project. With these improvements, the project would be consistent with this policy.

***TE 13.3 Maintenance of LOS Standards. [GP]*** *New development shall only be allowed when and where such development can be adequately (as defined by the LOS standards in Policy TE 4) served by existing and/or planned transportation facilities. Transportation facilities are considered adequate if, at the time of development:*

- a. Existing transportation facilities serving the development, including those to be constructed by the developer as part of the project, will result in meeting the adopted LOS standards set in Policy TE 4; or*
- b. A binding financial commitment and agreement is in place to complete the necessary transportation system improvements (except for the planned new grade-separated freeway crossings), or to implement other strategies which will mitigate the project-specific impacts to an acceptable level, within 6 or fewer years; and*
- c. Any additional offsite traffic mitigation measures are incorporated into the impact fee system for addressing cumulative transportation impacts of future development.*

Consistent. Construction of a no-left turn median in Hollister Avenue to ensure appropriate operation of service levels on Hollister Avenue and payment of GTIP fees to offset area wide improvements would be required. With implementation of these required conditions, the project would be consisted with this policy.

## **Public Facilities Element**

**PF 3.9 Safety Considerations in New Development. [GP]** *All proposals for new or substantially remodeled development shall be reviewed for potential demand for and impacts on safety and demand for police services. The design of streets and buildings should reinforce secure, safe, and crime-free environments. Safety and crime reduction or prevention, as well as ease of policing, shall be a consideration in the siting and design of all new development within the city.*

**PF 9.1 Integration of Land Use and Public Facilities Planning [GP/CP]**—*The Land Use Plan and actions on individual development applications shall be consistent with the existing or planned capacities of necessary supporting public facilities and the fiscal capacity of the City to finance new facilities.*

- a. *The City shall integrate its land use and public works planning activities with an ongoing program of long-range financial planning to ensure that the City's Land Use Plan is supported by quality public facilities.*
- b. *Individual land use decisions, including but not limited to General Plan amendments, shall be based on a finding that any proposed development can be supported by adequate public facilities.*

**PF 9.2 Phasing of New Development [GP/CP]**—*Development shall be allowed only when and where it is demonstrated that all public facilities are adequate and only when and where such development can be adequately served by essential public services without reducing levels of service elsewhere.*

**PF 9.3 Responsibilities of Developers [GP/CP]**—*Construction permits shall not be granted until the developer provides for the installation and/or financing of needed public facilities. If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, the burden shall be on the developer to arrange appropriate financing or provide such facilities in order to develop. Developers shall provide or pay for the costs of generating technical information as to impacts the proposed development will have on public facilities and services. The City shall require new development to finance the facilities needed to support the development wherever a direct connection or nexus of benefit or impact can be demonstrated.*

**PF 9.7 Essential Services for New Development [GP/CP]**—*Development shall be allowed only when and where all essential utility services are adequate in accord with the service standards of their providers and only when and where such*

*development can be adequately served by essential utilities without reducing levels of service below the level of service guidelines elsewhere:*

- a. Domestic water service, sanitary sewer service, stormwater management facilities, streets, fire services, schools, and parks shall be considered essential for supporting new development.*
- b. A development shall not be approved if it causes the level of service of an essential utility service to decline below the standards referenced above unless improvements to mitigate the impacts are made concurrent with the development for the purposes of this policy. "Concurrent with the development" shall mean that improvements are in place at the time of the development or that a financial commitment is in place to complete the improvements.*
- c. If adequate essential utility services are currently unavailable and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop.*

Consistent (Policies PF 3.9, 9.1 – 9.3, 9.7). These policies are intended to ensure that new development is coordinated with the availability and/or provision of adequate public facilities and infrastructure to adequately serve it. Adequate water, sewer, and utility services are already available from the Goleta Water and Sanitary Districts, local utility service providers, fire and police protection services, based on letters received from these agencies during project review. As such, the proposed project is considered consistent with these policies, as conditioned.

## **Noise Element**

***NE 1.1 Land Use Compatibility Standards [GP]***—*The City shall use the standards and criteria of Table 9-2 to establish compatibility of land use and noise exposure. The City shall require appropriate mitigation, if feasible, or prohibit development that would subject proposed or existing land uses to noise levels that exceed acceptable levels as indicated in this table. Proposals for new development that would cause standards to be exceeded shall only be approved if the project would provide a substantial benefit to the City (including but not limited to provision of affordable housing units or as part of a redevelopment project), and if adequate mitigation measures are employed to reduce interior noise levels to acceptable levels.*

Consistent. This policy is intended to ensure that new development is not exposed to unacceptable noise levels for the type and nature of the use involved. The project is outside of any airport noise contour of 65 dB or greater. Construction hours would be limited according to conditions of approval for the project. Therefore, as conditioned, the project is considered consistent with these policies.

***NE 3.3 Consultation with ALUC Staff and City of Santa Barbara Staff. [GP]***

*The City of Goleta shall continue to monitor and comment on airport-related projects and development proposed for the area surrounding the airport that is under the jurisdiction of the City of Santa Barbara. The City of Goleta shall consult with staff of the Airport Land Use Commission (ALUC) and the Santa Barbara Airport Department for development projects within the clear or approach zones as defined in the Santa Barbara County Airport Land Use Plan (ALUP), as well as any development proposed within the 60 dBA CNEL noise exposure contour as depicted on the Noise contour map in the most recent ALUC-adopted Santa Barbara County Airport Land Use Plan.*

Consistent. The project and environmental document were reviewed by the City of Santa Barbara Community Development and Airport Department staff. Project revisions were made in response to these consultations, including design of the frontage improvements and median to be constructed along Hollister Avenue. While the project site is adjacent to the airport, it is not within the ALUC jurisdiction, and also not subject to the ALUP. Therefore, the project is consistent with this policy.

***NE 6.4 Restrictions on Construction Hours [GP]***—*The City shall require, as a condition of approval for any land use permit or other planning permit, restrictions on construction hours. Noise-generating construction activities for projects near or adjacent to residential buildings and neighborhoods or other sensitive receptors shall be limited to Monday through Friday, 8:00 a.m. to 5:00 p.m. Construction in non-residential areas away from sensitive receivers shall be limited to Monday through Friday, 7:00 a.m. to 4:00 p.m. Construction shall generally not be allowed on weekends and State holidays. Exceptions to these restrictions may be made in extenuating circumstances (in the event of an emergency, for example) on a case by case basis at the discretion of the Director of Planning and Environmental Services. All construction sites subject to such restrictions shall post the allowed hours of operation near the entrance to the site, so that workers on site are aware of this limitation. City staff shall closely monitor compliance with restrictions on construction hours, and shall promptly investigate and respond to all noncompliance complaints.*

Consistent. Project construction hours would be limited according to conditions of approval, making the project is considered consistent with these policies.

***NE 6.5 Other Measures to Reduce Construction Noise [GP]***—*The following measures shall be incorporated into grading and building plan specifications to reduce the impact of construction noise:*

- a. All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system.*

- b. *Contractors shall implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction equipment, shutting off idling equipment, and installing acoustic barriers around significant sources of stationary construction noise.*
- c. *To the extent practicable, adequate buffers shall be maintained between noise-generating machinery or equipment and any sensitive receivers. The buffer should ensure that noise at the receiver site does not exceed 65 dBA CNEL. For equipment that produces a noise level of 95 dBA at 50 feet, a buffer of 1600 feet is required for attenuation of sound levels to 65 dBA.*

Consistent. These policies are intended to protect sensitive noise receptors such as residential units from excessive levels of construction noise. The project site is not located near sensitive receptors, and would therefore be considered consistent with this policy.

## ***Housing Element***

***HE 3.2 Mitigation of Employee Housing Impacts from Nonresidential Uses. [GP]*** *Housing needs of local workers are an important factor for the City when reviewing nonresidential development proposals. The City shall require proposed new nonresidential development and proposed expansion or intensification of existing nonresidential development to contribute to the provision of affordable employee housing. The proposed amount of floor area and type of nonresidential use shall be factors in establishing the requirement for individual projects. Alternatives to satisfy this requirement may, at the discretion of the City, include payment of “in-lieu” housing impact fees, provision of housing on-site, housing assistance as part of employee benefit packages, or other alternatives of similar value.*

***HE 12.3 Local Housing Impact Fees. [GP]*** *The City shall prepare an appropriate nexus study and consider the adoption of an ordinance that would impose affordable housing impact fees on new nonresidential development based upon the estimated number of jobs generated by the development and the estimated wage levels of those jobs.*

Consistent. At this time, the City has not developed a program for non-residential projects to contribute to affordable housing and/or pay in-lieu fees. This is considered a policy decision for Planning Commission review and ultimate adoption by the City Council. With no program in place at this time, the project would be considered consistent with this policy.

# **ATTACHMENT 3**

## **Zoning Ordinance Consistency Analysis**

**HOLLISTER CENTER; 07-167-DP AM (Parcel 1)  
ZONING ORDINANCE CONSISTENCY ANALYSIS**

The following table identifies various applicable zoning requirements of the M-RP zone district and the project's compliance with each of these requirements:

	<b>Required</b>	<b>Proposed</b>	<b>Consistent Y/N</b>
<b>Front Yard Setback</b>  (Parcel 1 is a corner lot and has two front yard setbacks)	<b>80 Feet from centerline and 50 feet from ROW line of any street (on both project frontages)</b>	<b>Hollister Avenue: 80' from centerline ; 35'- 50' from ROW line</b>  <b>La Patera Lane: 80' from Centerline; 50' from ROW</b>	<b>Yes, subject to modification</b>  <b>Yes</b>
<b>Side Yard Setback</b>	<b>10 feet</b>	<b>14' – 19'</b>	<b>Yes</b>
<b>Rear Yard Setback</b>	<b>10 feet</b>	<b>Parcel 1: 8' - 10'</b>	<b>Yes, subject to modification</b>
<b>Building Coverage</b>	<b>≤ 35% net lot area</b>	<b>35%</b>	<b>Yes</b>
<b>Building Height (parcel 2 only)</b>	<b>35 feet average</b>	<b>35 feet average</b>	<b>Yes</b>
<b>Parking spaces: Parcel 1</b>	<b>Industrial Research use: 230</b>	<b>350 parking space (to be reduced to 343 per compliance with conditions)</b>	<b>Yes</b>
<b>Landscaping/ Open Space</b>	<b>30% minimum</b>	<b>10%</b>	<b>Yes, subject to modification</b>
<b>Storage (trash)</b>	<b>None</b>	<b>None</b>	<b>Yes</b>
<b>Other:</b>			
<b>Minimum Lot Size</b>	<b>1 acre minimum</b>	<b>7.16 acres gross/6.99 net</b>	<b>Yes</b>

**MARRIOTT RESIDENCE INN; 07-007-DP (Parcel 2)  
ZONING ORDINANCE CONSISTENCY ANALYSIS**

The following table identifies various applicable zoning requirements of the M-RP zone district and the project's compliance with each of these requirements:

	<b>Required</b>	<b>Proposed</b>	<b>Consistent Y/N</b>
<b>Front Yard Setback</b>  (Parcel 2 is a corner lot and has two front yard setbacks)	<b>80 Feet from centerline and 50 feet from ROW line of any street (on both project frontages)</b>	<b>Hollister Avenue: &lt;80' from centerline; 30' from ROW to porte cochere parking</b>  <b>Robin Hill Road: 18' from ROW (existing), and 14' from proposed new ROW at corner of Robin Hill Road/Hollister Avenue</b>	<b>Yes, subject to modification</b>  <b>Yes, subject to modification</b>
<b>Side Yard Setback</b>	<b>10 feet</b>	<b>13 feet (from new eastern property line)</b>	<b>Yes</b>
<b>Rear Yard Setback</b>	<b>10 feet</b>	<b>Parcel 2: 5 feet at rear parking aisle</b>	<b>Yes, subject to modification</b>
<b>Building Coverage</b>	<b>≤ 35% net lot area</b>	<b>23.7% (39,087 ft<sup>2</sup>)</b>	<b>Yes</b>
<b>Building Height (parcel 2 only)</b>	<b>35 feet average</b>	<b>35 feet average</b>	<b>Yes</b>
<b>Parking spaces:</b>	<b>Hotel: 144 spaces</b>	<b>139</b>	<b>Yes, subject to modification</b>
<b>Landscaping/Open Space</b>	<b>30% minimum</b>	<b>33%</b>	<b>Yes</b>
<b>Storage (trash)</b>	<b>None</b>	<b>Trash enclosures within parking lot, within setback from Robin Hill</b>	<b>Yes, subject to modification</b>
<b>Other:</b>  <b>Minimum Lot Size</b>	<b>1 acre minimum</b>	<b>3.79 acres gross/ 3.72 acres net</b>	<b>Yes</b>



# **ATTACHMENT 4**

## **Proposed Amendments to the City of Goleta General Plan/Coastal Land Use Plan**

# GENERAL PLAN AMENDMENT

## Case No. 07-007-GP

*(Note: Underlining denotes words to be added to the General Plan; strike throughs denote words to be stricken from the General Plan. Except as shown below, all existing General Plan language remains unchanged.)*

### LAND USE ELEMENT

**LU 4.2 Business Park (I-BP). [GP/CP]** This use designation is intended to identify lands for attractive, well-designed business parks that provide employment opportunities to the community and surrounding area. The intensity, design, and landscaping of development should be consistent with the character of existing development currently located in these areas. Uses in the Business Park designation may include a wide variety of research and development, light industrial, and office uses, as well as small-scale commercial uses that serve the needs of business park employees. In addition, lands designated with a Hotel Overlay may include transient lodging that emphasizes extended stays. ~~The maximum FAR set forth in Table 2-3 is increased from 0.4 to 0.5 for hotel uses.~~ Activities in business park areas shall be conducted primarily indoors, and outdoor storage, processing, manufacturing, and vehicle repair are prohibited.

**TABLE 2-3  
ALLOWABLE USES AND STANDARDS FOR OFFICE AND INDUSTRIAL USE  
CATEGORIES**

Allowed Uses and Standards	Office and Industrial Use Categories			
	I-BP	I-OI	I-S	I-G
<b>Standards for Density and Building Intensity</b>				
<b><i>Standards for Building Intensity</i></b>				
Maximum FAR	0.40	0.40	0.60	0.30
Maximum FAR for Hotels (with Hotel Overlay)	0.60	0.50	N/A	N/A
Maximum Structure Heights	35 Feet	35 Feet	35 Feet	35 Feet
<b>NOTE: ONLY THAT PORTION OF TABLE 2-3 PERTINENT TO THE PROPOSED GENERAL PLAN AMENDMENT IS SHOWN ABOVE.</b>				