



**TO:** Planning Commission Chair and Members

**FROM:** Steve Chase, Planning and Environmental Services Director

**CONTACT:** Anne Wells, Advance Planning Manager  
Dan Nemechek, Senior Planner

**SUBJECT:** 07-201-GPA, City-Initiated Track 2 Minor Revisions to the General Plan / Coastal Land Use Plan

**APPLICANT:**

City of Goleta  
130 Cremona, Suite B  
Goleta, California 93117

**REQUEST:**

A hearing on the request of the City of Goleta to consider Case No. 07-201-GPA for Track 2 Minor Revisions to objectives, policies, maps, and tables of the adopted Goleta General Plan / Coastal Land Use Plan (GP/CLUP) and to consider the CEQA Addendum to the GP/CLUP Final Environmental Impact Report (EIR), certified on October 2, 2006.

**JURISDICTION:**

Pursuant to State Planning Law Section 65354, the Planning Commission is required to make a written recommendation to the City Council on the amendment of a general plan. Final action on the amendment is the responsibility of the City Council under Section 65356.

Also pursuant to State Planning Law, the Planning Commission is required to determine that an environmental document, a CEQA Addendum, is adequate, prior to taking any recommending action on the project.

In summary, the Planning Commission acts in an advisory capacity and as such is charged with the responsibility for making a recommendation on the entire case to the City Council regarding this General Plan Amendment proposal.

## PROJECT DESCRIPTION:

The City of Goleta adopted the final GP/CLUP on October 2, 2006. The GP/CLUP is the primary means for guiding future changes in Goleta. Through the GP/CLUP, the City addresses decisions about growth, housing, environmental protection, neighborhood compatibility and preservation, public facilities and services, and transportation. The GP/CLUP contains nine elements, including Land Use; Open Space; Conservation; Safety; Visual and Historic Resources; Transportation; Public Facilities; Noise; and Housing.

At a series of meetings, hearings, and workshops starting in March 2007, the City Council authorized review of selected GP/CLUP text, tables, and/or maps to be considered for amendment. The scope of the amendments was divided into various “tracks” depending on the content and type of environmental review requirements. The subject of this project includes what is referred to as “Track 2 Minor Revisions”.

In general, the Track 2 revisions were made to improve or clarify the text, tables, and maps to reflect lessons learned during the first six months of implementing the GP/CLUP, or to make minor editorial changes to the GP/CLUP. The amendments included in Track 2 present no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involve no substantial change in circumstances under which the project is undertaken, and require no new or modified mitigation measures.

Proposed amendments categorized as Track 2 revisions to the GP/CLUP include objectives, policies, tables, and/or maps in the Land Use, Open Space, Conservation, Safety, Visual and Historic, and Transportation Elements. Refer to Exhibit 1 of Attachment 1 for a list of initiated items with revisions to the adopted policy noted in underline strikethrough format. Track 2 Policy amendments generally address the following topics:

### **Land Use Element**

- Consideration of large regional commercial centers
- Mechanisms for promoting quality design in the built environment
- Open space requirements for multifamily residential development
- Ownership forms for transient occupancy uses
- Provision of adequate infrastructure and services
- Use permits for high-density residential development
- Coastal beach access
- Development of an affordable housing overlay zone
- Transfer of development rights outside of the City’s jurisdiction
- Removal of building intensity standards, and placement in the zoning ordinance
- Allowable warehouse uses within the Business Park land use category
- Minor changes in land use designations

### **Open Space Element**

- Beach access
- Identification of open space overlay district
- Minor revisions to Parks and Recreation Plan map

### **Safety Element**

- Requirements for coastal bluff setbacks
- Use restrictions for development near the Santa Barbara Municipal Airport
- Clarification of location of airport safety corridor for Runway 7
- Clarification of location of hazardous facilities near Santa Barbara Municipal Airport

### **Visual and Historic Resources Element**

- Clarification of use of the terms 'preserve' and 'protect' as applied to ocean and island views, mountain and foothill views, open space views, and natural landforms.

### **Transportation Element**

- Requirements for transportation deficiency correction plans
- Limitation on expansion of City intersections, including Storke/Hollister
- Update of the City's CEQA Thresholds Manual

### **BACKGROUND:**

To summarize the steps that have been taken to date, the process path and timing of the City initiated General Plan Amendments has occurred as follows:

- On March 5, 2007, the City Council authorized staff to conduct a process for reopening the General Plan to consider the emergence of suggested amendments by staff, the public-at-large, land owners, developers and other groups;
- On April 16, 2007, the City Council conducted a public hearing to formally sponsor and initiate a first round of proposed amendments;
- On July 16, 2007, the Council authorized the General Plan Amendment work program, including processing paths for five interrelated components or tracks as follows: Track 1 Housing Element Revisions, Track 2 Minor Revisions, Track 3 Substantive Revisions, Track 4 Project Specific Amendments, and Track 5 Sphere of Influence Revisions;
- On August 6, 2007, the City Council conducted an additional public hearing to formally sponsor and initiate a second round of proposed amendments, and authorized the execution of a contract with Jones & Stokes to assist staff with the policy analysis and environmental documentation;
- In September and October 2007 the City hosted a series of public meetings and workshops in support of the various tracks within the work program, including:

- ✓ September 4, Sphere of Influence Public Workshop (Track 5)
  - ✓ September 15, General Plan Amendment Workshops (Tracks 2 and 3)
  - ✓ September 20, Affordable Housing Stakeholders Work Session (Track 1)
  - ✓ September 27, General Plan Amendment Public Workshop (Tracks 2 and 3)
  - ✓ October 1, City Council Public Hearing to Initiate an Application to LAFCo for Adoption of a City Sphere of Influence (Track 5)
  - ✓ October 5, Housing Element Public Tour and Workshop (Track 1)
  - ✓ October 17, General Plan Amendment Public Workshop (Tracks 2 and 3)
- Following the workshops City staff with the assistance of Jones & Stokes, engaged in an analysis of each of the individual City initiated General Plan Amendments, which included a review of the considerable administrative record that emerged from the many public workshops held in September and October, including nearly 1500 work station comments, 75 oral testimonies and approximately 200 written comments;
  - On January 17 and 29, 2008, the City Council held special public hearings to review and act on staff's determinations and recommendations pertaining to the continued processing of the General Plan Amendments assigned to Track 2 and Track 3.

Upon conclusion of the January 29<sup>th</sup> City Council hearing a total of 41 amendments had been assigned to Track 2 Minor Revisions. The City's Consultant Jones & Stokes immediately began environmental review of the 41 amendments and preparation of the requisite Addendum to the Final EIR.

As a result of environmental review, Jones & Stokes, supported by staff, concluded the following:

- Three of the Land Use Element policies and one Transportation Element policy should be moved to Track 3 due to their requirement for additional CEQA analysis not afforded in the scope of an addendum.
- Six of the Conservation Element policies should be moved to Track 3 due to their relationship with other Track 3 stream, habitat, or tree related policies.
- Nine of the amendments were recommended to be modified from what was recommended by staff and initiated by City council on January 29<sup>th</sup> to better reflect the objectives of existing policies, and the goal of internal consistency.
- One of the amendments was recommended to remain as currently adopted in the GP/CLUP.
- Consistent with the direction of Council on January 29<sup>th</sup>, Jones & Stokes with the assistance of staff identified an additional 19 policy revisions necessary to ensure internal inconsistency, or to correct minor typographical errors in the previously adopted GP/CLUP.

Additionally, during the course of environmental review, in December 2007 the City Council approved the Village at Los Carneros project. This project included a General

Plan Amendment for CE 10.3 Incorporation of Best Management Practices for Stormwater Management, and therefore, CE 10.3 has been removed from Track 2.

In conclusion, a total of 30 text/table/map amendments plus 14 related revisions that are required to achieve internal consistency with the original 30 amendments, comprise Track 2, for a total of 44 amendments.

## **PROJECT INFORMATION:**

The affected area includes all territory located within the boundaries of the City of Goleta, comprising approximately 7.9 square miles or 5,075 acres. The City is situated along the U.S. 101 freeway about 10 miles west of Santa Barbara between the foothills of the Santa Ynez Mountains and the Pacific shoreline. The southerly portion of the City is within the California Coastal Zone.

## **ANALYSIS:**

### **Environmental Analysis**

Prior to the adoption of the final GP/CLUP, the City of Goleta, acting as the lead agency, determined that the proposed GP/CLUP could result in significant adverse environmental effects, as defined by the California Environmental Quality Act (CEQA) Guidelines Section 15064. Therefore, the City required the preparation of a program EIR to evaluate the potentially significant adverse environmental impacts of the proposed project, or the implementation of the GP/CLUP. The final EIR was certified by the City Council on October 2, 2006.

An addendum to the Final EIR for the GP/CLUP was prepared to address the changes in environmental effects associated with the Track 2 General Plan Amendments in comparison to the related GP/CLUP text/tables/maps evaluated in the Final EIR. An addendum is appropriate in situations where some changes or additions to the EIR are necessary, but none of the circumstances calling for preparation of a subsequent EIR have occurred. The addendum concludes that these circumstances are not triggered in that the revised project does not result in new Class I or Class II impacts, and does not result in an increase in the severity of previously identified Class I or Class II impacts.

The addendum includes the certified final EIR by reference and addresses new or modified environmental impacts associated with minor revisions to the GP/CLUP. The scope of analysis contained within this addendum addresses each of the environmental resource areas that were previously analyzed in the certified final EIR. The addendum addresses the following environmental issues:

- aesthetics and visual resources;
- agriculture and farmland;
- air quality;
- biological resources;

- cultural resources;
- geology, soils, and mineral resources;
- hazards and hazardous materials;
- population and housing;
- water resources;
- land use and recreation;
- noise;
- public services and utilities; and
- transportation and circulation.

The criteria for determining the significance of environmental impacts in this addendum are the same as those contained within the certified final EIR.

In accordance with CEQA Guidelines Section 15164(c), an addendum need not be circulated for public review but can be included in or attached to the final EIR. The decision-making body considers the addendum with the final EIR prior to making a decision on the project.

**Findings:** CEQA Guidelines Section 15091, requires that the City must make certain findings before it can approve the project because an EIR was prepared that identified a number of significant environmental effects. For each significant effect, the possible findings are:

- 1) changes or alterations have been required or incorporated into the project that will avoid or substantially lessen the significant environmental effect; or
- 2) specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR.

These findings are required to be supported by substantial evidence in the record. The proposed findings are described in Exhibit 1 to the proposed resolution (Attachment 2).

**Statement of Overriding Considerations:** Because significant effects remain and are considered to be unavoidable after all feasible project alterations and mitigations have been required, the City will need to determine whether these residual significant impacts are acceptable due to overriding public benefits. Section 15093 of the CEQA Guidelines provides that when certain benefits of a project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered acceptable and the project may be approved. The findings for this “Statement of Overriding Considerations” must be made in writing and supported by substantial evidence in the record. The proposed findings are described in Exhibit 2 to the proposed resolution (Attachment 2).

**Mitigation Monitoring or Reporting Program:** In order to ensure that the required mitigation measures and project alterations are implemented, the City is required to approve a program for monitoring or reporting on these as the project proceeds through the various stages of development. These monitoring/reporting requirements are

included in the mitigation measures. The proposed resolution (Attachment 2) references the mitigation monitoring/reporting program as set forth in the Final EIR.

### **Policy Findings**

What the Planning Commission has read thus far is the outcome of an iterative process of information gathering, sharing of ideas and considerations, lessons learned as staff apply the General Plan to Current Planning case load, as well as further lessons and considerations that stem from peer review.

The second cut analysis that was conducted between November and January 2008 did more than simply aggregate amendments into Tracks 2 and 3. The second cut analysis utilized a worksheet format that tested the authors, readers, and City Council in their role as decision-makers on the underlying materials behind the proposed amendments. The net result is a compendium of text changes, map and table changes, and overarching findings that staff is recommending as detailed in the exhibits to the resolution in Attachment 1. This, in essence is the tried and true, transparent, and iterative policy making process practiced universally throughout California. By the very nature that we are addressing amendments, it is not the same process, nor should it be, that originated the General Plan back in 2006.

### **RECOMMENDATION:**

The Planning Commission's action should include the following:

1. Adopt Planning Commission Resolution 08-\_\_ (Attachment 1), recommending that the City Council accept the Addendum, dated March 17, 2008, to the General Plan / Coastal Land Use Plan Final Environmental Impact Report, adopt the CEQA Findings, adopt a Statement of Overriding Considerations, and adopt Track 2 Revisions to the General Plan / Coastal Land Use Plan.

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

### **APPEALS PROCEDURES**

The Planning Commission's action on this project is advisory to the City Council and as such there is no appeal procedure for such action.

Submitted By:

Approved By:

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Anne Wells  
Manager, Advanced Planning

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Patricia S. Miller  
Planning Commission Secretary

**ATTACHMENTS:**

1. A Resolution of the Planning Commission of the City of Goleta Recommending to the City Council Acceptance of a CEQA Addendum, dated March 17, 2008, to the General Plan/Coastal Land Use Plan Final EIR, Adoption of CEQA Findings, Adoption of a Statement of Overriding Considerations, and Adoption of the Track 2 Amendments to the Goleta General Plan / Coastal Land Use Plan
2. Addendum, dated March 17, 2008, to the Goleta General Plan / Coastal Land Use Plan Final Environmental Impact Report (SCH #2005031151) (*Final EIR provided at Goleta City Hall for purchase or onsite review and for review at the Goleta Public Library*).



## **Attachment 1**

**A Resolution of the Planning Commission of the City of Goleta  
Recommending to the City Council Acceptance of a CEQA  
Addendum, dated March 17, 2008, to the General Plan/Coastal Land  
Use Plan Final EIR, Adoption of CEQA Findings, Adoption of a  
Statement of Overriding Considerations, and Adoption of the Track 2  
Amendments to the Goleta General Plan / Coastal Land Use Plan**

RESOLUTION NO. 08-\_\_\_

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GOLETA RECOMMENDING TO THE CITY COUNCIL ACCEPTANCE OF A CEQA ADDENDUM, DATED MARCH 17, 2008, TO THE GENERAL PLAN/COASTAL LAND USE PLAN FINAL EIR, ADOPTION OF CEQA FINDINGS, ADOPTION OF A STATEMENT OF OVERRIDING CONSIDERATIONS, AND ADOPTION OF THE TRACK 2 AMENDMENTS TO THE GOLETA GENERAL PLAN / COASTAL LAND USE PLAN (CASE NO. 07-201-GPA)**

**WHEREAS**, on March 25, 2005, the City of Goleta issued a Notice of Preparation for the *Goleta General Plan/Coastal Land Use Plan* Environmental Impact Report and caused the Notice of Preparation to be distributed to all responsible agencies, trustee agencies and interested parties for review and comment; and

**WHEREAS**, in recognition of the comments received in response to the Notice of Preparation, it was determined that the proposed project was subject to the California Environmental Quality Act, that one or more significant effects on the environment may occur, and that preparation of an Environmental Impact Report would be required; and

**WHEREAS**, a Draft Environmental Impact Report and Final Environmental Impact Report was prepared by Jones & Stokes, Inc. under contract to the City of Goleta; and

**WHEREAS**, the Draft *Goleta General Plan/Coastal Land Use Plan* was published and released to the public on March 20, 2006; and

**WHEREAS**, a Notice of Completion was filed with the State Office of Planning and Research (OPR) and distributed to responsible, trustee, and interested agencies and individuals on May 31, 2006; and

**WHEREAS**, a Notice of Availability of, and Public Hearing on, the Draft Environmental Impact Report was noticed by publication in a newspaper of general circulation within the County of Santa Barbara on May 28, 2006, and by direct mailing to interested agencies and individuals in the manner prescribed by the State CEQA Guidelines and the City of Goleta CEQA Guidelines; and

**WHEREAS**, the Notice of Availability of, and Public Hearing on April 14, 2005, the Draft Environmental Impact Report (05-EIR-01) was distributed to the Office of the County Clerk of the County of Santa Barbara for posting for a period of at least 30 days; and

**WHEREAS**, the State Clearinghouse [SCH #2005031151] assigned a 45-day review period, extending from May 31, 2006 to July 18, 2006; and

**WHEREAS**, a public hearing to receive comments on the adequacy of the Draft EIR was held on June 26, 2006; and

**WHEREAS**, the Final *Goleta General Plan/Coastal Land Use Plan* was published and released to the public on August 25, 2006; and

**WHEREAS**, a total of forty letters or written statements were received on the Draft EIR; and

**WHEREAS**, in response to written public comments received, responses to comments were prepared; and

**WHEREAS**, a proposed Final EIR, reflecting the changes made in the Final *Goleta General Plan/Coastal Land Use Plan*, was released on September 1, 2006, pursuant to the requirements of the State and City CEQA Guidelines, including written responses to comments received on the draft document; and

**WHEREAS**, Jones & Stokes, under contract to the City of Goleta, prepared a Mitigation Monitoring and Reporting Program (MMRP) to meet the requirements of CEQA Section 21081.6, as included in the Final EIR; and

**WHEREAS**, the proposed final *Goleta General Plan/Coastal Land Use Plan* was the subject of a final noticed joint public hearing by the Planning Agency and City Council held on September 13, 2006, at which time all interested persons were given an opportunity to provide testimony on the proposed final plan; and

**WHEREAS**, following receipt of all public comment at the final noticed public hearing held on October 2, 2006, the City Council adopted Resolution No. CC-06-38 certifying the Final EIR [SCH #2005031151] and adopted the *Goleta General Plan/Coastal Land Use Plan*; and

**WHEREAS**, on March 5, 2007, the City Council authorized staff to conduct a process for reopening the General Plan to consider suggested amendments by staff, the public-at-large, land owners, developers and special interest groups; and

**WHEREAS**, on April 16, 2007 the City Council conducted a public hearing to formally sponsor and initiate a first round of proposed *Goleta General Plan/Coastal Land Use Plan* amendments; and

**WHEREAS**, on July 16, 2007, the City Council authorized a General Plan Amendment Work Program which included processing paths for five interrelated

components or tracks including Track 1 Housing Element Revisions, Track 2 Minor Revisions, Track 3 Substantive Revisions, Track 4 Project Specific Amendments, and Track 5 Sphere of Influence Revisions; and

**WHEREAS**, on August 6, 2007, the City Council conducted an additional public hearing to formally sponsor and initiate a second round of proposed amendments, and

**WHEREAS**, in September and October 2007, in support of the various tracks within the adopted work program, the City hosted a series of public meetings and workshops including:

September 4, Sphere of Influence Public Workshop (Track 5)  
September 15, General Plan Amendment Workshops (Tracks 2 and 3)  
September 20, Affordable Housing Stakeholders Work Session (Track 1)  
September 27, General Plan Amendment Public Workshop (Tracks 2 and 3)  
October 1, City Council Public Hearing to Initiate an Application to LAFCo for Adoption of a City Sphere of Influence (Track 5)  
October 5, Housing Element Public Tour and Workshop (Track 1)  
October 17, General Plan Amendment Public Workshop (Tracks 2 and 3) and

**WHEREAS**, City staff with the assistance of Jones & Stokes, engaged in an analysis of each of the individual City-initiated General Plan Amendments, which included a review of the considerable administrative record that emerged from the many public workshops held in September and October, including nearly 1500 work station comments, 75 oral testimonies and approximately 200 written comments; and

**WHEREAS**, on January 17 and 29, 2008 the City Council held special public hearings to review and act on staff's determinations and recommendations pertaining to the continued processing of the General Plan Amendments assigned to Tracks 2 and 3; and

**WHEREAS**, in response to City Council direction received at the January 17 and 29, 2008 public hearings, environmental review of the Track 2 Minor Revisions to the *Goleta General Plan/Coastal Land Use Plan* policies was conducted by Jones & Stokes, under contract to the City; and

**WHEREAS**, as a result of the environmental review, it was determined that the Track 2 Minor Revisions, as identified in Exhibit 1, are subject to the California Environmental Quality Act, and an Addendum to the Final EIR was prepared; and

**WHEREAS**, the Planning Commission conducted a duly noticed public hearing on March 24, 2008, at which time all interested persons were given an opportunity to be heard; and

**WHEREAS**, the Planning Commission has considered the entire administrative record, including the Addendum to the Final EIR, CEQA Findings, a Statement of Overriding Considerations, the Mitigation Monitoring Program, and oral and written testimony from interested persons.

**NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF GOLETA AS FOLLOWS:**

**Section 1. Recommendation for Acceptance of Addendum.**

Recommended Findings: The Planning Commission hereby recommends that the City Council adopt the findings pursuant to CEQA Section 15161, 15164, 15090, 15091, and 15093, as noted in Exhibit 1 of this resolution.

Recommended Action: The Planning Commission hereby recommends that the City Council approve the Addendum to the *General Plan / Coastal Land Use Plan* Final EIR dated March 17, 2008, adopt the CEQA Findings, and adopt the Statement of Overriding Considerations, as presented in Exhibit 1 of this resolution.

**Section 2. Mitigation Monitoring and Reporting Plan.** Public Resources Code §21081.6 (State CEQA Guidelines §15097) requires that the City adopt reporting or monitoring programs for the changes to the project which it has adopted in order to mitigate or avoid significant effects on the environment. The procedures for mitigation monitoring and verification are described for each mitigation measure in the previously-certified General Plan / Coastal Land Use Plan Final EIR (05-EIR-01) and remain unchanged for the project.

**Section 3. Recommendation for Amendments to the *Goleta General Plan / Coastal Land Use Plan***

Recommended Finding: The Planning Commission hereby recommends that the City Council adopt the administrative findings set forth in Exhibit 2 pursuant to Section 65358 of the Government Code to amend the *Goleta General Plan/Coastal Land Use Plan* Policies initiated by the City and included in Track 2. The Track 2 Amendments are duly noted by underlines and strikethroughs as set forth in Exhibit 2.

Recommended Action: The Planning Commission recommends that the City Council amend the *Goleta General Plan/Coastal Land Use Plan* Policies initiated by the City and included in Track 2.

**Section 4. Documents.** The documents and other materials which constitute the record of proceedings upon which this decision is based are

in the custody of the City Clerk, City of Goleta, 130 Cremona Drive, Suite B, Goleta, California, 93117.

**Section 5.** The City Clerk shall certify to the adoption of this resolution.

**PASSED, APPROVED AND ADOPTED** this \_\_\_\_ day of \_\_\_\_\_, 2008.

\_\_\_\_\_  
KENNETH KNIGHT, CHAIR

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
DEBORAH CONSTANTINO  
CITY CLERK

\_\_\_\_\_  
JULIE HAYWARD BIGGS  
CITY ATTORNEY

STATE OF CALIFORNIA                    )  
COUNTY OF SANTA BARBARA         )     ss.  
CITY OF GOLETA                         )

I, DEBORAH CONSTANTINO, City Clerk of the City of Goleta, California, DO HEREBY CERTIFY that the foregoing Planning Commission Resolution No. 08-\_\_ was duly adopted by the Planning Commission of the City of Goleta at a regular meeting held on the \_\_ day of \_\_\_\_\_, 2008, by the following vote of the Commission members:

AYES:

NOES:

ABSENT:

(SEAL)

\_\_\_\_\_  
DEBORAH CONSTANTINO  
CITY CLERK

## **Exhibit 1**

### **Description of Project**



Policy ID #	Final Recommended Track 2 Amendments
LU 1.6	<p><b>LU 1.6 Retail and Other Commercial Centers. [GP/CP]</b> <del>New large regional commercial uses that attract customers and traffic from outside the community shall be discouraged in order to avoid traffic and other impacts.</del> The priority for new commercial uses, <u>including large regional commercial centers</u>, shall be for the types that will meet local needs and those that provide goods and services not now available in the city. Goleta's retail areas shall be designed to serve as community focal points and shall include appropriate outdoor gathering places. Retail and other commercial centers shall provide high levels of maintenance and upkeep to assure their quality appearance.</p>
LU 1.9	<p><b>LU 1.9. Quality Design in the Built Environment. [GP/CP]</b> The City shall encourage quality site, architectural, and landscape design in all new development proposals. Development proposals on sites larger than 5 acres shall <del>be subject to requirements of a "planned development" to achieve the advantages of</del> <u>include</u> coordinated site planning, circulation, and design. Public <u>and/or common</u> open spaces with quality visual environments shall be included to create attractive community gathering areas with a sense of place and scale.</p>
LU 1.10	<p><b>LU 1.10 Multifamily Residential Development. [GP/CP]</b> The Medium- and High-Density Multifamily designations shall provide appropriate locations for multifamily dwellings as well as allow development standards that enable creativity and diversity in design while protecting health and safety. The use categories differ in terms of maximum permitted densities allowed, but each designation shall permit a range of housing types, including detached units, attached townhouses, and garden apartments. All multifamily developments shall be required to provide or ensure:</p> <ol style="list-style-type: none"> <li>Adequate <del>common</del> open space and <del>public</del> recreational facilities, <u>such as including parks, or open spaces, or bike paths,</u> as an integral part of the development; community garden areas are encouraged.</li> <li>Appropriate amounts of outdoor space for the exclusive use of individual residential units.</li> <li>Appropriate pedestrian and bicyclist access to commercial or other activity centers and appropriate facilities to encourage use of public transit.</li> <li>Adequate services and facilities (such as sewer, water, and roadway capacity) concurrent with development.</li> <li>Adequate off-street parking.</li> <li>Appropriate access by emergency vehicles.</li> </ol>
LU 1.12	<p><b>LU 1.12 General. [GP/CP]</b> The following general policies shall apply throughout the city:</p> <ol style="list-style-type: none"> <li><del>It shall be a permitted use for any hotel subject to the City's Transient Occupancy Tax to operate as hotel condominiums, time-shares, or under a fractional ownership model. Such hotels shall be Time-shares, fractional ownerships, and similar ownership forms for hotels and other transient lodging uses shall be prohibited, regulated through measures including but not limited to owner-occupancy limitations,</del> to ensure that these accommodations are available to the general public and to protect the City's transient occupancy tax base.</li> <li>Streets and other uses customarily found in public rights-of-way are permitted in each land use designation subject to appropriate review and mitigation of the potential environmental impacts of such facilities.</li> <li>Events or uses that tend toward privatization of public lands and rights-of-way are discouraged.</li> </ol>
LU 1.13	<p><b>LU 1.13 Adequate Infrastructure and Services. [GP/CP]</b> For health, safety, and general welfare reasons, approvals of new development shall be subject to a <u>requirement finding that adequate infrastructure and services will be available to serve the proposed development in accordance with the Public Facilities and Transportation Elements,</u> including the following:</p> <ol style="list-style-type: none"> <li><del>Project specific and cumulative traffic volumes shall not cause the level of service standards established in Transportation Element Policy TE 4 to be exceeded.</del></li> <li><del>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.</del></li> <li><del>Environmental review of needed circulation improvement projects has been completed.</del></li> <li><del>Sewer, water, and other infrastructure capacities are sufficient to serve the new development or will be available by the time the development is constructed.</del></li> </ol>
LU 2.7	<p><b>LU 2.7 High-Density Residential (R-HD). [GP]</b> This category permits multifamily housing units and accessory uses customarily associated with residences. Such areas may also function as a transition between higher intensity business uses and medium-density multifamily housing and single-family residential neighborhoods. Housing for special needs populations may be approved <del>by special use permit</del> at higher than the base density in this designation provided that the City finds that the impacts on traffic, public facilities and services, biological resources, air and water quality, visual resources, or other environmental resources would not be greater than the impacts associated with development at the base density. This designation is intended to provide for development of residential units at densities ranging from 20.01 units per acre to 30.0 units per acre. In order to achieve efficient use of a limited supply of land designated in this use category, the minimum density permitted shall be 15.0 units per acre, except where site-specific constraints are determined to limit development to fewer units. Assuming an average household size of 2.0 to 3.0 persons, this use category allows population densities between 40 persons per acre and 90 persons per acre.</p>
LU 3.6	<p><b>LU 3.6 Visitor Commercial (C-V). [GP/CP]</b> This use category is intended to provide for a variety of commercial uses of low to moderate intensity often at or near scenic locations that may serve as destinations for visitors.</p>

Policy ID #	Final Recommended Track 2 Amendments
	<p>Customers are anticipated to drive or be transported to these establishments by vehicles. Development in Visitor Commercial areas shall be designed in a manner that will limit encroachment into residential or resource areas. When located near the beach or other natural areas, public access to resource areas shall be required. <del>Transient lodging units such as hotels that are operated as hotel condominiums, time-shares, or under a fractional ownership model. Time-shares, fractional ownerships, and similar ownership forms for hotels and other transient lodging uses shall be prohibited.</del> <u>shall be permitted uses, regulated through measures including but not limited to owner-occupancy limitations,</u> to assure these accommodations are available without limitation to the general public and protect the City's transient occupancy tax base.</p>
LU 8.4	<p><b>LU 8.4 Affordable Housing Development. [GP]</b> The land area addressed by this policy, which was redesignated from nonresidential to residential use through adoption of this plan, is intended to accommodate a <del>substantial</del> portion of the future production of affordable housing units within the city. These sites <del>shall</del> <u>may</u> be subject to an Affordable Housing Overlay Zone <del>that can provide development standards and incentives to facilitate the production of affordable housing.</del></p>
LU 9.1	<p><b>LU 9.1 Site #1 – Coastal Resort Parcels (Visitor Commercial). [GP/CP]</b> The Land Use Plan Map designates the lands <del>that comprise the occupied as of 2005</del> by Bacara Resort as Visitor Commercial. This site is the only shoreline land in the eCity that is designated in this category or that is suitable for this type of use. The requirements applicable to this <del>site property</del> are as follows (see Figure 2-2):</p> <ul style="list-style-type: none"> <li>a. The site shall continue to be used for transient lodging, such as a hotel, and various facilities and services accessory to transient lodging, such as restaurants, retail shops, conferences and meetings, hotel-related events, recreational services, and other services that are dependent upon a coastal location, while ensuring the conservation and protection of coastal resources.</li> <li>b. <del>The number of transient lodging units or rooms shall not exceed the number permitted as of 2005.</del></li> <li><del>c. d.</del> Residential use shall be prohibited.</li> <li><del>e. c.</del> All transient lodging units <del>that are fractionally owned, hotel condominiums, or subject to time share regulations such as hotels that are operated as hotel condominiums, time-shares, or under a fractional ownership model</del> shall be limited to occupancy for no more than 30 consecutive days <u>at any one time</u> and shall be available for overnight stays by the general public.</li> <li><del>e. d.</del> <del>Time shares or fractional ownerships of transient lodging units, vacation clubs, and similar mechanisms that limit occupancy of units to a group of owners or members of a club or otherwise give preference to these persons rather than the general public are prohibited.</del> <u>Transient lodging units such as hotels that are operated as hotel condominiums, time-shares, or under a fractional ownership model shall be a permitted use regulated by mechanisms such owner-occupancy limits, to ensure that these accommodations are available to the general public.</u></li> <li><del>f. e.</del> Approval of any proposal for <u>transient lodging units such as hotels that are operated as hotel condominiums, time-shares, or under a fractional ownership model</u> <del>a condominium or cooperative form of ownership</del> shall limit occupancy <del>by owners</del> of individual units to 30 or fewer consecutive days for any single stay and no more than <del>60</del> <u>90</u> total days in any calendar year. All transient lodging units in <del>condominium</del> <u>above-mentioned forms of ownership</u> shall be made available for transient occupancy use by the general public through the hotel reservation system at times when units are not occupied. <del>by their owners.</del></li> <li><del>g. f.</del> Any expansion or alteration of existing development shall be required to maintain or expand the extent of existing coastal access facilities, including parking and vertical access to the beach.</li> <li><del>h. g.</del> Any expansion or alteration of existing development shall be required to protect environmentally sensitive habitats and archaeological resources, including provision of the buffers set forth in the Conservation Element.</li> </ul>
LU IA-6	<p><b>LU-IA-6 Transfer of Development Rights Ordinance/Program.</b> This measure is intended to create an ordinance prescribing procedures for transfer of development rights from parcels within Goleta that may not be buildable due to policy limitations associated with habitat resources to receiving sites designated by the Land Use Plan map for residential use. In addition to the ordinance, the program would need to identify both sending and receiving sites and describe the procedures applicable to approval of individual density transfers. <u>In order to facilitate regional planning goals, the program may include the consideration of areas outside the City's jurisdiction as sender and/or receiver sites.</u></p> <p>Time period: 2008<del>7</del> to 2009<del>8</del></p> <p>Responsible parties: Planning and Environmental Services Department, and City Council</p>
LU Tables 2-1 through 2-4	<p>See attached tables for the removal of Standards for Building Intensity.</p>
LU 2.1	<p><b>LU 2.1 Residential Land Use Categories. [GP/CP]</b> The residential land use categories, permitted uses, and standards for density <del>and building intensity</del> are shown in Table 2-1. The planned residential densities <del>and building intensities</del> in residential neighborhoods have been established to be consistent with the density, <del>intensity, and scale</del> of existing development in order to reinforce the character of well-established neighborhoods.</p>
LU 2.2	<p><b>LU 2.2 Residential Use Densities. [GP/CP]</b> All proposed residential projects shall be consistent with the</p>

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	<p>standards for density and building intensity set forth in this plan. The densities described in the policies for the residential use categories and in Table 2-1 are maximum permitted densities but are not guaranteed. Density of development allowed on any site shall reflect site constraints, including:</p> <ul style="list-style-type: none"> <li>a. Environmentally sensitive habitat areas (ESHA).</li> <li>b. Areas prone to flooding and geologic, slope instability, or other natural hazards.</li> <li>c. Areas with stormwater drainage problems.</li> <li>d. Presence of other significant hazards or hazardous materials.</li> <li>e. Protection of significant public and private views.</li> <li>f. Exposure to exterior noise levels that exceed a Community Noise Exposure Level (CNEL) of 60 dBA (see related NE 1.2).</li> <li>g. Areas with archaeological or cultural resources.</li> <li>h. Deficiencies in the type or level of services necessary for urban development, such as transportation facilities (roadway and pedestrian), sewer and water service, and emergency service response time.</li> <li>i. Prevailing densities of adjacent developed residential areas.</li> </ul>
<p><b>LU 3.1</b></p>	<p><b>LU 3.1 Commercial Land Use Categories. [GP/CP]</b> Table 2-2 shows the permitted uses and standards for building intensity in each of the commercial land use designations. The commercial use categories are intended to provide appropriate locations for business uses that serve neighborhoods, the community, the region, and the traveling public while seeking to minimize traffic congestion, visual, and other impacts on surrounding residential areas. The intent of each use category is further described in the following sections.</p>
<p><b>LU 4.2</b></p>	<p><b>LU 4.2 Business Park (I-BP). [GP/CP]</b> 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, as set forth in LU 1.12. <del>The maximum FAR set forth in Table 2-3 is increased from 0.4 to 0.5 for hotel uses.</del> Activities in business park areas shall be conducted primarily indoors, and outdoor storage, processing, manufacturing, and vehicle repair are prohibited.</p> <p>Performance standards for Business Park uses shall ensure that:</p> <ul style="list-style-type: none"> <li>a. The scale and design of these uses are compatible with each other and with the existing character of the park and surrounding neighborhoods.</li> <li>b. Lighting from these uses will not interfere or conflict with adjacent nonindustrial properties.</li> <li>c. Signage will be controlled.</li> <li>d. Curb cuts will be minimized and sharing of access encouraged.</li> <li>e. Adequate and safe motorized and nonmotorized access to the site is provided, and transportation and circulation impacts, especially on residential areas, will be mitigated.</li> <li>f. Quality landscaping, including outdoor seating areas, will be provided to enhance the visual appeal of the area.</li> </ul>
<p><b>LU 4.3</b></p>	<p><b>LU 4.3 Office and Institutional (I-OI). [GP]</b> This designation is intended to provide areas for existing and future office-based uses. Uses allowed include moderate-density business and professional offices, medical and medical-related uses, hospitals, research and development, services oriented primarily to employees (such as day care centers, restaurants, personal and professional services), and public and quasi-public uses. In addition, lands designated with a Hotel Overlay may include transient lodging and related uses. Mixed-use developments with residential uses on the same site may be permitted at appropriate locations where the residential uses are compatible with adjacent uses and do not break up the continuity of office and institutional uses.</p> <p>The Office and Institutional use category includes lands intended to support the needs of the Goleta Valley Cottage Hospital and related medical services. These lands, which are in the vicinity of Hollister Avenue and Patterson Avenue, are designated within a Hospital Overlay on the land use plan map (Figure 2-1). <del>The following shall apply solely to lands within the Hospital Overlay:</del></p> <ul style="list-style-type: none"> <li>a. <del>The maximum FAR set forth in Table 2-3 is increased from 0.4 to 0.8 for hospital buildings and to 0.5 for medical office buildings. The portions of garage structures devoted to vehicular parking and circulation shall not be included in the calculation of the FAR.</del></li> <li>b. <del>The maximum structure height shall be set forth in Table 2-3 is increased from 35 feet to 55 feet for hospital buildings and to 45 feet for medical office buildings, provided however that no building shall exceed 3 stories in height. The heights of hospital and medical office buildings shall be the minimum height necessary to comply with applicable state hospital construction standards and/or technical requirements.</del></li> <li>c. <del>The maximum lot coverage ratio set forth in Table 2-3 is increased from 0.4 to 0.6 for hospitals and to 0.5 for medical office buildings.</del></li> </ul>
<p><b>LU 5.1</b></p>	<p><b>LU 5.1 General. [GP/CP]</b> Table 2-4 shows the permitted uses and standards for building intensity for the Public and Quasi-Public land use category.</p>
<p><b>LU 6.1</b></p>	<p><b>LU 6.1 General. [GP/CP]</b> Table 2-4 shows the Park and Open Space use categories, including permitted uses and standards for building intensity for each category. The two use categories are intended to identify appropriate locations for parks and other active recreational uses and for open space and passive recreation. The intent of each</p>

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	use category is further described in the following sections.
LU 7.1	<b>LU 7.1 General. [GP]</b> Table 2-4 shows the permitted uses and standards for building intensity for the Agriculture land use category. Related standards for management of agricultural areas are set forth in Policy CE 11 in the Conservation Element.
LU Table 2-3	Revise Table 2-3 to include a note that clarifies the following: "Warehousing is allowed in Business Park (I-BP) land uses if it is in association with a primary permitted use."
LU Figure 2-1 Land Use Plan Map	Change the Winchester Commons 76 Gas Station (APN 079-121-016) land use designation from Community Commercial to Intersection Commercial or General Commercial.
LU Fig. 2-1 Land Use Map	Revise the land use category from Open Space/Passive Recreation to Planned Residential (4.6 units per acre) for the following APNs: 079-554-023, 079-554-024, 079-554-025, 079-554-026, 079-554-027, 079-554-028, 079-554-029, 079-554-030, 079-554-031, 079-554-032, 079-554-039, 079-553-016, 079-553-015, 079-553-014, 079-553-013, 079-553-012, 079-553-011, and 079-553-010. An Open Space Overlay would apply to these 18 parcels.
OS-IA-1	<p><b>OS-IA-1 Preparation and Adoption of New Zoning Code.</b> A new zoning code to replace the County Zoning Code adopted by the City upon incorporation must be prepared and adopted by the City Council. The new zoning code shall may include an open space overlay district and establish requirements for dedications or reservations of lands for parks, coastal access, trails, and open space. <u>At a minimum, the open space overlay will include the following APNs: 079-554-023, 079-554-024, 079-554-025, 079-554-026, 079-554-027, 079-554-028, 079-554-029, 079-554-030, 079-554-031, 079-554-032, 079-554-039, 079-553-016, 079-553-015, 079-553-014, 079-553-013, 079-553-012, 079-553-011, and 079-553-010.</u></p> <p>Time period: 2008<del>6</del> to 2009<del>7</del></p> <p>Responsible parties: Planning and Environmental Services Department, Planning Agency, and City Council</p>
LU Figure 2-1	<p><i>Option 1:</i> Change the FedEx and Cremona Triangle Parcel Land Use designation (APN 073-070-035; APN 073-330-030) on Figure 2-1 from General Commercial to Office and Institutional.</p> <p><i>Option 2:</i> Revise Table 2-2 to include an X in the "Eating and Drinking Establishments" row for the C-G column. (see attachment)</p>
OS 2.4	<b>OS 2.4 Mitigation of Impacts to Vertical Coastal Access. [GP/CP]</b> New development, including expansions and/or alterations of existing development, shall be sited and designed to avoid impacts to public vertical accessways to the shoreline. If there is no feasible alternative that can eliminate all access impacts, then the alternative that would result in the least significant adverse impact shall be required. Impacts shall be mitigated through the dedication of an access and/or trail easement where the project site encompasses an existing or planned coastal accessway, as shown in Figure 3-1.
SE 2.1	<b>SE 2.1 Coastal Bluff Setbacks for Buildings. [GP/CP]</b> All new permanent buildings shall be set back at least 130 feet from the top of the bluff. The 130-foot setback consists of the sum of a) 100 times a conservative average rate of bluff retreat of 1.0 feet per year, and b) a 30-foot additional safety buffer. <del>In cases of hardship, and subject to a conditional use permit, a</del> lesser setback may be considered provided that a site-specific geological or geotechnical engineering study demonstrates that the average annual bluff retreat rate is less than 1.0 feet per year and that the proposed setback meets the 100-year bluff-retreat rate, plus 30 feet, standard. Repair and maintenance of existing bluff structures that encroach into the required setback are allowed. Minor additions (less than 10 percent of the existing building's floor area) to existing bluff-top structures within the bluff setback may be allowed, provided that the addition does not encroach further into the setback than the existing structure.
SE 2.2	<b>SE 2.2 Coastal Bluff Setbacks for Other Structures. [GP/CP]</b> Structures other than buildings may be permitted within the 130-foot bluff setback area, but in no case shall any new structure be located less than 30 feet from the top of the coastal bluff. <del>Structures subject to this provision include, but are not limited to, trails and minor recreational amenities such as benches, interpretive signage, and golf course active play areas.</del> All such structures should be moveable or replaceable such that coastal armoring or coastal bluff retaining walls are not necessary should these structures be threatened by bluff retreat. <del>This setback prohibition does not apply to minor structures associated with passive recreational uses such as signs and benches.</del>
SE 9.3	<b>SE 9.3 Limitations on Development and Uses. [GP]</b> The City shall establish and maintain standards in its zoning ordinance for use restrictions for development near the Santa Barbara Municipal Airport. These standards should <del>comply with the Santa Barbara County Airport Land Use Plan and should</del> identify uses that may be compatible in each zone. <del>Within the Clear Zone and the Approach Zone within one mile of the runway ends, no development or use that would result in a density exceeding 25 persons/acre shall be allowed. Within the Approach Zone between one and two miles from the runway ends, any development or use that would result in densities exceeding 25 persons/acre shall be subject to a discretionary permit, such as a conditional use permit.</del> Proposed development or uses that require ALUC review pursuant to the Airport Land Use Plan shall be referred to the ALUC for review.

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SE 9.4	<p><b>SE 9.4 Maintenance of an Airport Safety Corridor for Runway 7. [GP]</b> A minimum 300-foot-wide clear zone limited to open space, landscaping, roadways, and parking shall be maintained on the Camino Real Marketplace and the Cabrillo Business Park properties. This airport safety corridor shall be set <u>approximately</u> along an extension of the Runway 7 centerline and shall be <u>300 feet wide as depicted in Figure 5-3.</u> <del>150 feet on each side of the extended runway centerline.</del> The airport safety corridor shall be shown on all development plans submitted to the City.</p>
SE 9.8	<p><b>SE 9.8 Limitations on Hazardous Facilities. [GP]</b> Development that includes new hazardous installations or materials such as, but not limited to, oil or gas storage and explosive or highly flammable materials <del>is prohibited</del> within the clear zone and the approach zone, as generally depicted in Figure 5-3, <u>shall be referred to the ALUC for review.</u></p>
SE Figure 5-3	<p>Modify Figure 5-3 Other Hazards to correct the location of the airport safety corridor as follows: shift the airport safety corridor alignment to the south, consistent with the mapped alignment in the Camino Real Specific Plan (1997) and the Goleta Community Plan (1993).</p> <p>As part of the map amendment, change the source note on Figure 5-3 to reflect the updated map source information as follows:</p> <p><u>Source: the airport hazard zones are based on maps provided in the Santa Barbara County Airport Land Use Plan (1993) and are approximate. Projects are reviewed by the City and Airport Land Use Commission on a case by case basis to determine the precise location of the airport hazard zone in relation to the project. The Airport Influence Area is based upon a map provided by the Santa Barbara County Association of Governments (200<u>5</u>).</u></p>
VH 1	<p><b>VH 1 Policy 1 Objective [GP/CP]:</b> To identify, preserve, <u>protect</u>, and enhance Goleta’s scenic resources, and protect views or vistas of these resources from public and private areas.</p>
VH 1.3	<p><b>VH 1.3 Protection of Ocean and Island Views. [GP/CP]</b> Ocean and island views from public viewing areas shall be <del>preserved</del><u>protected</u>. View <del>protection preservation</del> associated with development 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 impacts to these scenic resources and ensure visual compatibility, the following development practices shall be used, where appropriate:</p> <ol style="list-style-type: none"> <li>a. Limitations on the height and size of structures.</li> <li>b. Limitations on the height and use of reflective materials for exterior walls (including retaining walls) and fences.</li> <li>c. Clustering of building sites and structures.</li> <li>d. Shared vehicular access to minimize curb cuts.</li> <li>e. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.</li> <li>f. Use of landscaping for screening purposes and/or minimizing view blockage as applicable.</li> <li>g. Selection of colors and materials that harmonize with the surrounding landscape.</li> </ol>
VH 1.4	<p><b>VH 1.4 Protection of Mountain and Foothill Views. [GP/CP]</b> Views of mountains and foothills from public areas shall be <del>protected, preserved</del>. View <del>protection preservation</del> 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:</p> <ol style="list-style-type: none"> <li>a. Limitations on the height and size of structures.</li> <li>b. Limitations on the height of exterior walls (including retaining walls) and fences.</li> <li>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.</li> <li>d. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.</li> <li>e. Limitations on removal of native vegetation.</li> <li>f. Use of landscaping for screening purposes and/or minimizing view blockage as applicable.</li> <li>g. Revegetation of disturbed areas.</li> <li>h. Limitations on the use of reflective materials and colors for roofs, walls (including retaining walls), and fences.</li> <li>i. Selection of colors and materials that harmonize with the surrounding landscape.</li> <li>j. Clustering of building sites and structures.</li> </ol>
VH 1.5	<p><b>VH 1.5 Protection of Open Space Views. [GP/CP]</b> Views of open space, including agricultural lands, from public areas shall be <del>protected, preserved</del>. View <del>protection preservation</del> associated with development 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 impacts to these scenic resources, the following development practices shall be used, where appropriate:</p> <ol style="list-style-type: none"> <li>a. Limitations on the height and size of structures.</li> <li>b. Clustering of building sites and structures.</li> <li>c. Shared vehicular access to minimize curb cuts.</li> <li>d. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.</li> </ol>

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	<p>e. Use of landscaping for screening purposes and/or minimizing view blockage as applicable.</p> <p>f. Selection of colors and materials that harmonize with the surrounding landscape.</p>
VH 1.6	<p><b>VH 1.6 Preservation of Natural Landforms. [GP/CP]</b> Natural landforms shall be <del>protected preserved-</del> <u>Preservation Protection</u> associated with development should be accomplished first through site selection to protect natural landforms and then by use of alternatives that enhance and incorporate natural landforms in the design. To minimize alteration of natural landforms and ensure that development is subordinate to surrounding natural features such as mature trees, native vegetation, drainage courses, prominent slopes, and bluffs, the following development practices shall be used, where appropriate:</p> <ul style="list-style-type: none"> <li>a. Limit grading for all development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land.</li> <li>b. Blend graded slopes with the natural topography.</li> <li>c. On slopes, step buildings to conform to site topography.</li> <li>d. Minimize use of retaining walls.</li> <li>e. Minimize vegetation clearance for fuel management.</li> <li>f. Cluster building sites and structures.</li> <li>g. Share vehicular access to minimize curb cuts.</li> </ul>
VH 1.7	<p><b>VH 1.7 Scenic Easements. [GP/CP]</b> The City shall encourage the dedication of scenic easements to <del>preserve</del> <u>protect</u> important views. Such easements shall be required where appropriate and legally feasible</p>
VH 2	<p><b>Policy VH 2: Local Scenic Corridors [GP]</b></p> <p><b>Objective:</b> To preserve, <u>protect</u>, and enhance the visual character and public views within and from Goleta’s scenic corridors and locations from which scenic vistas can be enjoyed</p>
VH 2.3	<p><b>Policy VH 2.3 Development Projects Along Scenic Corridors. [GP]</b> 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:</p> <ul style="list-style-type: none"> <li>a. Incorporate natural features in design</li> <li>b. Use landscaping for screening purposes and/or for minimizing view blockage as applicable</li> <li>c. Minimize vegetation removal</li> <li>d. Limit the height and size of structures</li> <li>e. Cluster building sites and structures</li> <li>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</li> <li>g. Preserve historical structures or sites</li> <li>h. Plant and preserve trees</li> <li>i. Minimize use of signage</li> <li>j. Provide site-specific visual assessments, including use of story poles</li> <li>k. Provide a similar level of architectural detail on all elevations visible from scenic corridors</li> <li>l. Place existing overhead utilities and all new utilities underground</li> <li>m. Establish setbacks along major roadways to help <del>preserve protect</del> 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.</li> </ul>
VH 3	<p><b>Policy VH 3: Community Character [GP]</b></p> <p><b>Objective:</b> To preserve, <u>protect</u>, and enhance Goleta’s visual character.</p>
VH 4	<p><b>Policy VH 4: Design Review [GP]</b></p> <p><b>Objective:</b> To preserve, <u>protect</u>, and enhance Goleta’s character through high quality design.</p>
TE 4.2 and new TE-IA-7	<p><b>TE-IA-7 Update of the CEQA Thresholds Manual.</b> The City’s CEQA Thresholds Manual shall be revised to <u>incorporate standards consistent with the policies and standards set forth in the Transportation Element.</u></p>
TE 4.3	<p><b>TE 4.3 Deficiency Correction Plans. [GP]</b> When the LOS for any intersection or arterial link at planned capacity falls below <u>base year standards which are expressed in Table 7-1 LOS-C</u>, the City shall require a Deficiency Plan to be prepared prior to approving any development that would further lower the LOS. The Deficiency Plan shall consider alternative transportation improvements, including alternative modes. Any improvements established in the adopted Deficiency Plan may be provided as mitigation by new development or included in the impact fee system. <u>The Deficiency Plan shall be prepared by the City or at the City’s direction within 90 days of publication of a City-approved traffic report indicating degradation of service below base year standards which are expressed in Table 7-1.</u></p>

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TE 6.5	<b>TE 6.5 Limitation on Expansion of Intersections. [GP]</b> No city intersection, excluding freeway ramps <u>and the Storke/Hollister intersection</u> , shall exceed a total of seven lanes on any leg (including through-travel lanes and turn lanes), even if this requirement reduces the LOS below the target LOS set forth in Subpolicies TE 4.1 and TE 4.2

## **Exhibit 2**

### **CEQA Findings, Statement of Overriding Considerations, and Administrative Findings**



**PLANNING COMMISSION RESOLUTION 08-\_\_\_, EXHIBIT 2**

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**SECTION A CEQA FINDINGS ADDRESSING ADDENDUM ISSUE AREAS**

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**A. CEQA FINDINGS ADDRESSING ADDENDUM ISSUE AREAS**

The Addendum dated March 17, 2008, documents minor revisions and technical changes to the Goleta General Plan/Coastal Land Use Plan EIR (SCH #2005031151) associated with the Goleta General Plan/Coastal Land Use Plan Track 2 amendments. It addresses the following issue areas as summarized below and in these findings:

Aesthetics and Visual Resources  
 Agriculture and Farmland  
 Air Quality  
 Biological Resources  
 Cultural Resources  
 Geology, Soils, and Mineral Resources  
 Hazards and Hazardous Materials  
 Population and Housing  
 Water Resources  
 Land Use and Recreation  
 Noise  
 Public Services and Utilities  
 Transportation and Circulation  
 Overall Findings

**A.1 Aesthetics and Visual Resources**

There are no new significant Aesthetics and Visual Resources impacts associated with the Track 2 General Plan Amendments.

**Class I Impacts**

**Impact 3.1-2 Impacts of GP/CLUP on Citywide Visual Character**

The amendment to **Land Use Element Tables 2-1 through 2-4** and related policies **LU 2.1; LU 2.2; LU 3.1; LU 4.2; LU 4.3; LU 5.1; LU 6.1; LU 7.1**, removes building intensity standards for two reasons: (1) building intensity standards are typically placed in a zoning ordinance; and (2) Government Code Section 65302(a) requires the designation of allowed uses and densities, not intensities, for various land use designations in General Plans. Policies in the Visual and Historic Resources Element such as VH 3 Community Character and VH 4 Design Review are used to address neighborhood compatibility issues. Building intensity standards were not used

in the GP/CLUP FEIR as a mitigating effect on compatibility (see Impact 3.1-2). Therefore, the removal of building intensity standards from the Land Use Element tables and related policies do not alter the conclusions derived in the Aesthetics/Visual section of the FEIR. This policy amendment would not be considered to alter the prior finding of a potentially significant and unavoidable impact regarding impacts on citywide visual character.

### Class II Impacts

There were no Class II Aesthetic and Visual Resource impacts related to Track 2 General Plan Amendments in the original EIR.

The City Council hereby finds that pursuant to State CEQA Guidelines Section 15091(a) that the impacts identified above are substantially lessened by the Goleta General Plan/Coastal Land Use Plan Track 2 General Plan Amendments. Pursuant to State CEQA Guidelines Section 15093, the City further finds that to the extent impacts remain significant and unavoidable, such impacts are mitigated to the maximum extent feasible and are acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations.

#### **A.2. Agriculture and Farmland**

There are no Track 2 General Plan Amendments that affect Agriculture and Farmland. The City Council therefore determines that prior findings pursuant to State CEQA Guidelines Section 15091(a) remain the same (see Exhibit 3).

#### **A.3 Air Quality**

There are no Track 2 General Plan Amendments that affect Air Quality. The City Council therefore determines that prior findings pursuant to State CEQA Guidelines Section 15091(a) remain the same (see Exhibit 3).

#### **A.4 Biological Resources**

There are no Track 2 General Plan Amendments that affect Biological Resources. The City Council therefore determines that prior findings pursuant to State CEQA Guidelines Section 15091(a) remain the same (see Exhibit 3).

#### **A.5 Cultural Resources**

There are no Track 2 General Plan Amendments that affect Cultural Resources. The City Council therefore determines that prior findings pursuant to State CEQA Guidelines Section 15091(a) remain the same (see Exhibit 3).

## A.6 Geology, Soils, and Mineral Resources

There are no Track 2 General Plan Amendments that affect Geology, Soils, and Mineral Resources. The City Council therefore determines that prior findings pursuant to State CEQA Guidelines Section 15091(a) remain the same (see Exhibit 3).

## A.7 Hazards and Hazardous Materials

There are no new significant Hazards and Hazardous Materials impacts associated with the relevant Track 2 General Plan Amendments.

### Class I Impacts

There were no Class I Hazards and Hazardous Materials impacts related to Track 2 General Plan Amendments in the original EIR.

### Class II Impacts

#### **Impact 3.7-5 Airport**

The amendment to policy **SE 9.3 Limitations on Development and Uses** removes details from the Airport Land Use Plan (ALUP) and replaces the details with the requirement for projects within the jurisdiction of the Airport Land Use Commission (ALUC) to obtain ALUC review. SBCAG has reviewed the proposed amendment and has confirmed that the revision is consistent with the ALUP. As such, the amendment is administrative and does not create a conflict with other regulations set forth in the Airport Land Use Plan. The amendment therefore does not result in any increase in potentially significant impacts (Impacts 3.7-5).

The amendment to policy **SE 9.4 Maintenance of an Airport Safety Corridor for Runway 7** provides consistency between the policy text and amended Figure 5-3. SBCAG has reviewed the proposed amendment and has confirmed that the revision is consistent with the ALUP. As such, the amendment more accurately describes the safety corridor, as determined by the ALUC, and therefore does not result in any increase in potentially significant impacts (Impact 3.7-5).

The amendment to policy **SE 9.8 Limitations on Hazardous Facilities** provides consistency between the policy text and amended Figure 5-3. SBCAG has reviewed the proposed amendment and has confirmed that the revision is consistent with the ALUP. As such, the amendment more accurately reflects the regulations set forth in the ALUP and therefore does not create new impacts that were not evaluated in the FEIR (Impact 3.7-5).

The amendment to **Safety Element Figure 5-3 Other Hazards** corrects the location of the airport safety corridor. The proposed amendment of SE Figure 5-3 would depict the airport safety corridor more accurately. SBCAG has reviewed the proposed amendment and has confirmed that the revision is consistent with the ALUP. As such, the amendment does not create a conflict with other regulations set forth in the Airport Land Use Plan and therefore does not result in any increase in potentially significant impacts (Impact 3.7-5).

The City Council hereby finds that pursuant to State CEQA Guidelines Section 15091(a) that the impacts identified above are substantially lessened by the Goleta General Plan/Coastal Land

Use Plan Track 2 General Plan Amendments. Pursuant to State CEQA Guidelines Section 15093, the City further finds that to the extent impacts remain significant and unavoidable, such impacts are mitigated to the maximum extent feasible and are acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations.

### **A.8 Population and Housing**

There are no Track 2 General Plan Amendments that affect Population and Housing. The City Council therefore determines that prior findings pursuant to State CEQA Guidelines Section 15091(a) remain the same (see Exhibit 3).

### **A.9 Water Resources**

There are no Track 2 General Plan Amendments that affect prior findings regarding Water Resources. The City Council therefore determines that prior findings pursuant to State CEQA Guidelines Section 15091(a) remain the same (see Exhibit 3).

### **A.10 Land Use and Recreation**

There are no new significant Land Use and Recreation impacts associated with the Track 2 General Plan Amendments.

#### Class I Impacts

There were no Class I Land Use and Recreation impacts related to Track 2 General Plan Amendments in the original EIR.

#### Class II Impacts

#### **Impact 3.10-1 Conflict with Applicable Land Use Policies and/or Regulations Due to Buildout (Construction) of GP/CLUP Land Uses, Transportation Improvements, and Public Facilities**

The amendment to **LU 1.6 Retail and Other Commercial Centers** would allow consideration of new regional commercial development at the time of a specific development application. The amendment does not include any additions of the Regional Commercial (C-R) land use designation as shown on Figure 2-1. Because regional centers are not prohibited under either the original or the amended policies, additional impacts associated with GP/CLUP buildout (Impact 3.10-1) and impacts to the protection of privacy and neighborhood compatibility (Impact 3.10-5) remain unchanged from those impacts analyzed in the FEIR. Therefore, the amendment to LU 1.6 does not result in any increase in potentially significant impacts.

The amendment to **LU 2.7 High-Density Residential (R-HD)** eliminates the requirement for a Special Use Permit to develop housing for special needs populations. The purpose for the amendment is to encourage special needs housing by removing the requirement for this special permit. In so doing, there is more certainty for a nonprofit or private developer to develop these sites and secure funding and governmental subsidies (in the case of special needs populations)

to finance the project. The amendment does not intensify uses or cause additional buildout not already allowed in the Land Use Element. As such, additional impacts associated with GP/CLUP buildout (Impact 3.10-1) remain unchanged from those impacts analyzed in the FEIR. Therefore, the amendment to LU 2.7 does not result in any increase in potentially significant impacts.

The amendment to **LU 8.4 Affordable Housing Development** allows flexibility in the requirement for an Affordable Housing Overlay and clarifies that standards and incentives related to affordable housing may be detailed in the overlay. The final recommended amendment reference to “a portion of” is retained because the mid-Hollister sites comprise only a portion of future affordable housing production and is a factually correct statement. The amendment does not increase impacts associated with GP/CLUP buildout (Impact 3.10-1). It is a policy directive that does not create environmental impacts and therefore does not result in any increase in potentially significant impacts.

The amendment to **LU IA-6 Transfer of Development Rights Ordinance/Program** allows for the consideration of a transfer of development right (TDR) to include areas outside the City’s jurisdiction in order to facilitate regional planning goals. Expanding the TDR program to areas outside the City boundary does not alter land use designations within the City and therefore does not result in any increase in potentially significant impacts associated with GP/CLUP buildout (Impact 3.10-1).

The amendment to **Land Use Element Tables 2-1 through 2-4** and related policies **LU 2.1; LU 2.2; LU 3.1; LU 4.2; LU 4.3; LU 5.1; LU 6.1; LU 7.1**, removes building intensity standards shown in Tables 2-1 through 2-4 for two reasons: (1) building intensity standards are typically placed in a zoning ordinance; and (2) Government Code Section 65302(a) requires the designation of allowed uses and densities, not intensities, for various land use designations in General Plans. Removal of the building intensity standards do not alter land use designations within the City and therefore does not create additional impacts associated with GP/CLUP buildout (Impact 3.10-1). Therefore, amendments to Land Use Element Tables 2-1 through 2-4 and related policies do not result in any increase in potentially significant impacts.

The amendment to **Land Use Element Table 2-3** reflects existing conditions in the Business Park land use designation. Allowing warehousing in this land use designation as long as it’s in association with a primary permitted use does not alter land use designations within the City and therefore does not result in any increase in potentially significant impacts associated with GP/CLUP buildout (Impact 3.10-1).

The amendment to **Land Use Element Figure 2-1 Land Use Plan Map** revises the land use designation on APN 079-121-016 from Community Commercial to Intersection Commercial because it reflects the most consistent designation for the existing use, a gas station. Changing the designation to match the existing use does not result in any increase in potentially significant impacts associated with GP/CLUP buildout (Impact 3.10-1).

A second amendment to **Land Use Element Figure 2-1 Land Use Plan Map** and related **OS-IA-1 Preparation and Adoption of New Zoning Code** revises the land use category from Open Space/Passive Recreation to Planned Residential (4.6 units per acre) for 18 parcels (APNs: 079-554-023, 079-554-024, 079-554-025, 079-554-026, 079-554-027, 079-554-028, 079-554-029, 079-554-030, 079-554-031, 079-554-032, 079-554-039, 079-553-016, 079-553-015, 079-553-014, 079-553-013, 079-553-012, 079-553-011, and 079-553-010) in order to retain a land use that is consistent with existing zoning. These 18 parcels are almost entirely

located within ESHA and within the 100-year floodplain. Changing the designation from open space to residential type uses and requiring an Open Space Overlay does not remove the protection for ESHA and flood hazard zones. As such, development on these parcels may be limited and does not result in any increase in potentially significant impacts associated with GP/CLUP buildout (Impact 3.10-1).

A third amendment to **Land Use Element Figure 2-1 Land Use Plan Map** revises the land use designation on APN 073-070-035 and APN 073-330-030 from General Commercial to Office and Institutional. The revised designation most efficiently meets the purpose of connecting adjacent business park employees with personal services. Changing the land use designation does not result in any increase in potentially significant impacts associated with GP/CLUP buildout (Impact 3.10-1).

### **Impact 3.10-3 Conflict with Other Applicable Land Use Policies and/or Regulations Due to Buildout of GP/CLUP Land Uses, Transportation Improvements, and Public Facilities**

The amendment to policy **SE 9.3 Limitations on Development and Uses** removes details from the Airport Land Use Plan (ALUP) and replaces the details with the requirement for projects within the jurisdiction of the Airport Land Use Commission (ALUC) to obtain ALUC review. SBCAG has reviewed the proposed amendment and has confirmed that the revision is consistent with the ALUP. As such, the amendment is administrative and does not create a conflict with other regulations set forth in the Airport Land Use Plan. The amendment therefore does not result in any increase in potentially significant impacts (Impacts 3.10-3).

The amendment to policy **SE 9.4 Maintenance of an Airport Safety Corridor for Runway 7** provides consistency between the policy text and amended Figure 5-3. SBCAG has reviewed the proposed amendment and has confirmed that the revision is consistent with the ALUP. As such, the amendment does not create a conflict with other regulations set forth in the Airport Land Use Plan and therefore does not result in any increase in potentially significant impacts (Impact 3.10-3).

The amendment to policy **SE 9.8 Limitations on Hazardous Facilities** provides consistency between the policy text and amended Figure 5-3. SBCAG has reviewed the proposed amendment and has confirmed that the revision is consistent with the ALUP. As such, the amendment does not create a conflict with other regulations set forth in the Airport Land Use Plan and therefore does not create new impacts that were not evaluated in the FEIR (Impact 3.10-3).

The amendment to **Safety Element Figure 5-3 Other Hazards** corrects the location of the airport safety corridor. The proposed amendment of SE Figure 5-3 would depict the airport safety corridor more accurately. SBCAG has reviewed the proposed amendment and has confirmed that the revision is consistent with the ALUP. As such, the amendment does not create a conflict with other regulations set forth in the Airport Land Use Plan and therefore does not result in any increase in potentially significant impacts (Impact 3.10-3).

### **Impact 3.10-5 Loss of Privacy and/or Neighborhood Incompatibility Due to Buildout of GP/CLUP Land Uses**

The amendment to **LU 1.6 Retail and Other Commercial Centers** would allow consideration of new regional commercial development at the time of a specific development application. The

amendment does not include any additions of the Regional Commercial (C-R) land use designation as shown on Figure 2-1. Because regional centers are not prohibited under either the original or the amended policies, impacts to the protection of privacy and neighborhood compatibility (Impact 3.10-5) remain unchanged from those impacts analyzed in the FEIR. Therefore, amendments to LU 1.6 do not result in any increase in potentially significant impacts.

### **Impact 3.10-7 Substantial Physical Deterioration or Accelerated Deterioration of Existing Recreational Facilities Due to Buildout of GP/CLUP Land Uses**

The amendment to **LU 1.9 Quality Design in the Built Environment** would allow flexibility in the requirement for open spaces in developments larger than 5 acres because the current policy requirement for public open space may not be justified in some circumstances. The edited policy would allow for quality design, while leaving the determination regarding the requirement for type of open space (private, common, public) to the City's zoning ordinance. Permit review associated with an application for development would provide the analysis of this policy and zoning ordinance requirements relative to appropriate exactions. Buildout of the GP/CLUP has the potential to cause deterioration of existing recreational facilities (Impact 3.10-7) and policies such as LU 1.9 serve as mitigation to reduce the severity of the impact. The proposed amendment does not alter the requirement for open spaces, it allows flexibility in the type of open space, and therefore does not result in any increase in potentially significant impacts.

The amendment to **LU 1.10 Multifamily Residential Development** provides greater flexibility in tailoring appropriate open space and recreation facilities to a given project site in the multifamily residential land use designation. Buildout of the GP/CLUP has the potential to cause deterioration of existing recreational facilities (Impact 3.10-7) and policies such as LU 1.10 serve as mitigation to reduce the severity of the impact. The proposed amendment to LU 1.10 does not alter the requirement for open space or recreational facilities, it allows flexibility in the type of open space feature or recreational facility, and therefore does not result in any increase in potentially significant impacts.

The City Council hereby finds that pursuant to State CEQA Guidelines Section 15091(a) that the impacts identified above are substantially lessened by the Goleta General Plan/Coastal Land Use Plan Track 2 General Plan Amendments. Pursuant to State CEQA Guidelines Section 15093, the City further finds that to the extent impacts remain significant and unavoidable, such impacts are mitigated to the maximum extent feasible and are acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations.

#### **A.11 Noise**

There are no Track 2 General Plan Amendments that affect prior findings regarding Noise. The City Council therefore determines that prior findings pursuant to State CEQA Guidelines Section 15091(a) remain the same (see Exhibit 3).

#### **A.12 Public Services and Utilities**

There are no new significant Public Services and Utilities impacts associated with the Track 2 General Plan Amendments.

### Class I Impacts

There were no Class I Public Services and Utilities impacts related to Track 2 General Plan Amendments in the original EIR.

### Class II Impacts

#### **Impact 3.12-1 Increased Demand for Police Protection**

The amendment to **LU 1.13 Adequate Infrastructure and Services** clarifies that standards and requirements are contained in the Public Facilities and Transportation Elements and removes the reference to specific requirements from LU 1.13. The purpose of the amendment is to ensure that all related infrastructure requirements, such as adequate police protection, apply to new projects rather than a specific subset of policies that was presented in the adopted policy LU 1.13. The amendment to LU 1.13 does not create environmental impacts, does not change the intent of the policy, nor does it result in any increase in potentially significant impacts associated with the demand for police protection (Impact 3.12-1).

#### **Impact 3.12-2 Increased Demand for Fire Protection**

The amendment to **LU 1.13 Adequate Infrastructure and Services** clarifies that standards and requirements are contained in the Public Facilities and Transportation Elements and removes the reference to specific requirements from LU 1.13. The purpose of the amendment is to ensure that all related infrastructure requirements, such as adequate fire protection, apply to new projects rather than a specific subset of policies that was presented in the adopted policy LU 1.13. The amendment to LU 1.13 does not create environmental impacts, does not change the intent of the policy, nor does it result in any increase in potentially significant impacts associated with the demand for fire protection (Impact 3.12-2).

#### **Impact 3.12-3 Increased Demand for Wastewater Collection, Treatment, and Disposal**

The amendment to **LU 1.13 Adequate Infrastructure and Services** clarifies that standards and requirements are contained in the Public Facilities and Transportation Elements and removes the reference to specific requirements from LU 1.13. The purpose of the amendment is to ensure that all related infrastructure requirements, such as adequate wastewater disposal, apply to new projects rather than a specific subset of policies that was presented in the adopted policy LU 1.13. The amendment to LU 1.13 does not create environmental impacts, does not change the intent of the policy, nor does it result in any increase in potentially significant impacts associated with the demand for wastewater collection, treatment, and disposal (Impact 3.12-3).

#### **Impact 3.12-4 Increased Demand for Utility Services**

The amendment to **LU 1.13 Adequate Infrastructure and Services** clarifies that standards and requirements are contained in the Public Facilities and Transportation Elements and removes the reference to specific requirements from LU 1.13. The purpose of the amendment is to ensure that all related infrastructure requirements, such as adequate utility services, apply to new projects rather than a specific subset of policies that was presented in the adopted policy LU 1.13. The amendment to LU 1.13 does not create environmental impacts, does not change the intent of the policy, nor does it result in any increase in potentially significant impacts associated with the demand for utility services (Impact 3.12-4).



### **Impact 3.12-5 Increased Demand for Local School Districts**

The amendment to **LU 1.13 Adequate Infrastructure and Services** clarifies that standards and requirements are contained in the Public Facilities and Transportation Elements and removes the reference to specific requirements from LU 1.13. The purpose of the amendment is to ensure that all related infrastructure requirements, such as adequate school services, apply to new projects rather than a specific subset of policies that was presented in the adopted policy LU 1.13. The amendment to LU 1.13 does not create environmental impacts, does not change the intent of the policy, nor does it result in any increase in potentially significant impacts associated with the demand for schools (Impact 3.12-5).

The City Council hereby finds that pursuant to State CEQA Guidelines Section 15091(a) that the impacts identified above are substantially lessened by the Goleta General Plan/Coastal Land Use Plan Track 2 General Plan Amendments. Pursuant to State CEQA Guidelines Section 15093, the City further finds that to the extent impacts remain significant and unavoidable, such impacts are mitigated to the maximum extent feasible and are acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations.

### **A.13 Transportation and Circulation**

There are no new significant Transportation and Circulation impacts associated with the relevant Track 2 General Plan Amendments.

#### Class I Impacts

### **Impact 3.13-1 Exceed, Either Individually or Cumulatively, a LOS Standard Established by Local Jurisdictions for Designated Roadways or Highways (Hollister Avenue/Storke Road Intersection)**

The amendment to policy **TE 6.5 Limitation on Expansion of Intersections** allows an exclusion of the Hollister Avenue/Storke Road intersection from a seven lane limitation. This intersection already includes more than seven lanes and would therefore not result in any increase in this potentially significant impact. The policy amendment simply recognizes an existing condition. Additionally, allowing the potential for the Hollister Avenue/Storke Road intersection to expand or be modified could result in an improvement in level of service. However, until such improvements have been identified, this policy amendment would not be considered to alter the prior finding of a potentially significant and unavoidable impact at the Hollister Avenue/Storke Road intersection.

The amendment to **LU 1.13 Adequate Infrastructure and Services** clarifies that standards and requirements are contained in the Public Facilities and Transportation Elements and removes the reference to specific requirements from LU 1.13. The purpose of the amendment is to ensure that all related LOS standards and funding requirements for improvements, apply to new projects rather than a specific subset of policies that was presented in the adopted policy LU 1.13. The amendment to LU 1.13 does not create environmental impacts, does not change the intent of the policy, nor does it result in any increase in potentially significant impacts associated with maintaining LOS standards at the Storke/Hollister intersection (Impact 3.13-1).

Class II Impacts**Impact 3.13-2 Exceed, Either Individually or Cumulatively, a LOS Standard Established by Local Jurisdictions for Designated Roadways or Highways**

The amendment to **Land Use Element Figure 2-1 Land Use Plan Map** revises the land use designation on APN 073-070-035 and APN 073-330-030 from General Commercial to Office and Institutional. The revised designation most efficiently meets the purpose of connecting adjacent business park employees with personal services. Changing the land use designation would not generate additional traffic impacts that would exceed a LOS standard (Impact 3.13-2) because any new project would be required to maintain LOS. Therefore, the amendment to Figure 2-1 does not result in any increase in potentially significant impacts associated with Impact 3.13-2.

The amendment to **LU 1.13 Adequate Infrastructure and Services** clarifies that standards and requirements are contained in the Public Facilities and Transportation Elements and removes the reference to specific requirements from LU 1.13. The purpose of the amendment is to ensure that all related LOS standards and funding requirements for improvements, apply to new projects rather than a specific subset of policies that was presented in the adopted policy LU 1.13. The amendment to LU 1.13 does not create environmental impacts, does not change the intent of the policy, nor does it result in any increase in potentially significant impacts associated with maintaining LOS standards (Impact 3.13-2).

There were no other Class II Transportation and Circulation impacts related to these Track 2 General Plan Amendments in the original EIR.

The City Council hereby finds that pursuant to State CEQA Guidelines Section 15091(a) that the impacts identified above are substantially lessened by the Goleta General Plan/Coastal Land Use Plan Track 2 General Plan Amendments. Pursuant to State CEQA Guidelines Section 15093, the City further finds that to the extent impacts remain significant and unavoidable, such impacts are mitigated to the maximum extent feasible and are acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations.

**A.14 Overall Findings**

The above information in subsections A.1 through A.13 describes the affect of the identified amendments on issue areas discussed in the Goleta General Plan / Coastal Land Use Plan final EIR. No new significant environmental impacts would occur.

The following impacts do not result in any measurable affect on environmental issue areas and/or do not have CEQA implications:

LU 1.12	VH 1	VH 2
LU 3.6	VH 1.3	VH 2.3
LU 9.1	VH 1.4	VH 3
OS 2.4	VH 1.5	VH 4
SE 2.1	VH 1.6	TE 4.3
SE 2.2	VH 1.7	TE-IA-7

## **B. STATEMENT OF OVERRIDING CONSIDERATIONS**

The Goleta General Plan/Coastal Land Use Plan EIR included impacts that were not mitigated to a less than significant level. Pursuant to State CEQA Guidelines Section 15093, such impacts were mitigated to the maximum extent feasible and were considered acceptable when weighed against the overriding social, economic, and other considerations set forth in an adopted Statement of Overriding Considerations (see Exhibit 3).

The current project consists of the Track 2 General Plan Amendments (see Exhibit 1). The impacts previously identified as significant and unavoidable remain the same as previously discussed in the Findings in Exhibit 2, Section A and are also summarized in the prior Statement of Overriding Considerations in Exhibit 3. There are no new significant and unavoidable impacts associated with the Track 2 General Plan Amendments.

The City Council has determined that the potential significant and unavoidable impacts associated with the Goleta General Plan/Coastal Land Use Plan Track 2 Amendments are acceptable in light of the project's social, economic, and other benefits. Approval of the project is warranted notwithstanding the fact that not all identified impacts are fully mitigated.

Having balanced the benefits of the project against potential significant and unavoidable impacts, the City Council hereby determines that the project's potential significant and unavoidable impacts are acceptable in light of the project's benefits. Approval of the Goleta General Plan/Coastal Plan Track 2 Amendments is warranted, notwithstanding that not all identified impacts are fully mitigated (CEQA Sections 15043, 15092, and 15093). Each benefit set forth below constitutes an overriding consideration warranting approval of the project independent of the other benefits:

1. The Track 2 General Plan Amendments would provide corrections, substitute language, and/or alternate direction to objectives, policies, tables, and figures in the General Plan, that provide for greater clarity and flexibility in implementing the Goleta General Plan/Coastal Land Use Plan goals and objectives. The amendments would promote the intention of the General Plan/Coastal Land Use Plan to preserve and enhance the quality of the community through appropriate use of the land that provides continuity with past and present uses. Land use patterns would remain primarily residential and open, with the majority of nonresidential development concentrated along the primary transportation corridor ---- east and west along Hollister Avenue and US Highway 101.
2. The Track 2 General Plan Amendments would continue to allow development and implementation of programs to revitalize the Old Town area.
3. The Track 2 General Plan Amendments would encourage sustained economic growth.
4. The Track 2 General Plan Amendments would continue to allow focus on the preservation and enhancement of scenic views, ocean and island views, mountain and foothill views, open space views, preservation of natural landforms, scenic corridors, and community character.
5. The Track 2 General Plan Amendments would continue to reflect the community's goals and aspirations for Goleta by contributing to the creation of a coherent vision for the City's future, building upon the individual and sometimes conflicting visions of a diverse population.

6. The Track 2 General Plan Amendments would facilitate the guidance of future physical changes and public decision making in a lawful manner that is comprehensive, long range, and internally consistent.
7. The Track 2 General Plan Amendments facilitate the four core goals and objectives of the Goleta General Plan/Coastal Land Use Plan:
  - a. The provision of a unified and coherent framework and vision for the future of Goleta.
  - b. The provision of a basis for future decisions by the City on implementing ordinances such as zoning and subdivision codes, individual development project applications, and public investments in infrastructure and services.
  - c. Informing the public of the City's policies and provision of a means to invite public participation in the decision-making process.
  - d. Guidance for private landowners, developers, and other public agencies in formulating projects and designs that are consistent with City policies.

## **C. GENERAL PLAN FINDINGS UNDER GOVERNMENT CODE SECTION 65358 THAT PROPOSED AMENDMENTS ARE IN THE PUBLIC INTEREST**

### **C.1 Findings Regarding Each Amendment**

#### **Land Use Element**

##### **LU 1.6 Retail and Other Commercial Centers**

***Finding.*** This amendment allows for the consideration of new regional commercial development at the time of a specific development application. The amendment does not include any additions of the Regional Commercial (C-R) land use designation as shown on Figure 2-1. The City Council finds that this Land Use Element Track 2 General Plan Amendment provides for improved direction and flexibility that would result in better management of, and decisions regarding, new regional commercial development that will meet local needs and those that provide goods and services not now available in the city. The amendment is therefore in the public interest.

##### **LU 1.9 Quality Design in the Built Environment**

##### **LU 1.10 Multifamily Residential Development**

***Finding.*** These amendments allow for flexibility in the requirement for open spaces in developments because the current policy requirement for public open space may not be justified in some circumstances. The amended policies would allow for quality design, while leaving the determination regarding the requirement for type of open space (private, common, public) to the City's zoning ordinance. Permit review associated with an application for development would provide the analysis of this policy and zoning ordinance requirements relative to appropriate exactions. The City Council finds that these Land Use Element Track 2 General Plan Amendments provide for improved direction and flexibility that would result in more choices in the types of open space in new development that will meet local needs. These amendments are therefore in the public interest.

##### **LU 1.12 General**

##### **LU 3.6 Visitor Commercial**

##### **LU 9.1 Site #1 – Coastal Resort Parcels (Visitor Commercial)**

***Finding.*** These amendments relate to forms of transient lodging ownership, and would better reflect policy consistency with Coastal Act requirements for time shares. Expanding the range of hotel ownership opportunities is a policy directive that does not create environmental impacts. The City Council finds that these Land Use Element Track 2 General Plan Amendments provide for improved direction and flexibility that would result in more choices in the types of hotels and forms of transient lodging ownership. These amendments are therefore in the public interest.

##### **LU 1.13 Adequate Infrastructure and Services**

***Finding.*** While this amendment eliminates the connection between transportation standards and infrastructure requirements to new development, it clarifies that standards and requirements are contained in the Public Facilities and Transportation Elements. Standards and requirements set forth in the Public Facilities and Transportation Elements are more exhaustive than the list in LU 1.13. The amendment does not create additional environmental impacts nor does it change the intent of the policy. The City Council finds that this Land Use Element Track 2 General Plan Amendment provides for improved direction and flexibility that would result in adequate infrastructure and services in new developments. The amendment is therefore in the public interest.

**LU Tables 2-1 through 2-4****LU 2.1 Residential Land Use Categories****LU 2.2 Residential Use Densities****LU 3.1 Commercial Land Use Categories****LU 4.2 Business Park****LU 4.3 Office and Institutional****LU 5.1 General****LU 6.1 General****LU 7.1 General**

**Finding.** These amendments remove building intensity standards shown in Tables 2-1 through 2-4 and supporting policy text for two reasons: (1) building intensity standards are typically placed in a zoning ordinance; and (2) Government Code Section 65302(a) requires the designation of allowed uses and densities, not intensities, for various land use designations in General Plans. Removal of the building intensity standards does not alter land use designations within the City. It allows for more specific building intensity standards in the zoning ordinance that could be specific to the needs of a neighborhood, for example. The City Council finds that these Land Use Element Track 2 General Plan Amendments would ultimately provide for more detailed building intensity standards that are tailored to a specific location rather than citywide standards. The amendment is therefore in the public interest.

**LU 2.7 High Density Residential**

**Finding.** This amendment eliminates the requirement for a Special Use Permit to develop housing for special needs populations. The deletion of the requirement for a special permit has no policy or environmental consequences; it only serves to provide more certainty for a nonprofit or private developer to develop these sites and secure funding and/or subsidies to finance an affordable type project for special needs groups. The City Council finds that this Land Use Element Track 2 General Plan Amendment removes potential disincentives for the creation of special needs housing, a needed housing type in the City, and is therefore in the public interest.

**LU 8.4 Affordable Housing Development**

**Finding.** This amendment allows flexibility in the requirement for an Affordable Housing Overlay and clarifies that standards and incentives related to affordable housing may be detailed in the overlay. Many standards are already provided for in the Housing Element and an Affordable Housing Overlay may be duplicative, thus a potential barrier to the creation of this type of needed housing in the City. Flexibility in the requirement for this type of overlay is needed to ensure that the City provides a high level of support for affordable housing. The City Council finds that this Land Use Element Track 2 General Plan Amendment removes potential disincentives for the creation of affordable housing, a needed housing type in the City, and is therefore in the public interest.

**LU-IA-6 Transfer of Development Rights Ordinance/Program**

**Finding.** This amendment allows for the consideration of a transfer of development right (TDR) to include areas outside the City's jurisdiction in order to facilitate regional planning goals. Expanding the TDR program to areas outside the City boundary does not alter land use designations within the City. The City Council finds that this Land Use Element Track 2 General Plan Amendment serves to facilitate the potential for land preservation and development on a regional basis, and is therefore in the public interest.

**LU Table 2-3 Allowable Uses and Standards for Office and Industrial Use Categories**

**Finding.** This amendment reflects existing conditions in the Business Park land use designation. Allowing warehousing in this land use designation as long as it is in association with a primary permitted use does not alter land use designations within the City. The City Council finds that these Land Use Element Track 2 General Plan Amendments supports existing conditions in the City, and is therefore in the public interest.

**LU Figure 2-1 Land Use Plan Map**

**Finding.** This amendment (1) revises the land use designation to Intersection Commercial for APN 079-121-016 because it reflects the most consistent designation for the existing use, a gas station; (2) revises the land use designation from Open Space/Passive Recreation to Planned Residential for 18 parcels at the end of Mathilda Drive to retain a land use that is consistent with zoning; and (3) revises the land use designation from General Commercial to Office and Institutional for APN 073-070-035 and APN 073-330-030 to allow for a designation that would support connecting adjacent business park employees with personal services. The City Council finds that this Land Use Element Track 2 General Plan Amendment supports existing zoning, existing conditions, or improved designations in relation to adjacent existing land uses in the City, and is therefore in the public interest.

**Open Space Element****OS 2.4 Mitigation of Impacts to Vertical Coastal Access**

**Finding.** This amendment corrects the spelling of “alteration”. The City Council finds that this spelling correction to Open Space Element Track 2 General Plan Amendments is therefore in the public interest.

**OS-IA-1 Preparation and Adoption of New Zoning Code**

**Finding.** This amendment reflects Council direction regarding land use designation for the 18 parcels at the end of Mathilda Drive (see policy amendment finding for Figure 2-1, Land Use Plan Map). The amendment modifies OS-IA-1 to reflect the direction to include the 18 parcels in an Open Space Overlay. The City Council finds that this Open Space Element Track 2 General Plan Amendment supports existing zoning in the City, and is therefore in the public interest.

**Safety Element****SE 2.1 Coastal Bluff Setbacks for Buildings****SE 2.2 Coastal Bluff Setbacks for Other Structures**

**Finding.** These amendments eliminate the requirement for a special use permit (SE 2.1) and removes examples of structures (SE 2.2). SE 2.1 continues to provide for site-specific geological or geotechnical engineering studies as the basis for any policy consistency evaluation as the conditional use permit is unnecessary. The removal of the examples of structures subject to the 30-foot absolute setback does not alter the criteria for the definition of “structure” but instead allows for discretion, based on site-specific studies, in determining the appropriateness of encroachment into the setback area. The City Council finds that these Safety Element Track 2 General Plan Amendments provide for improved flexibility that would result in better management of, and decisions regarding, coastal bluff setback issues and are therefore in the public interest.

**SE 9.3 Limitations on Development and Uses**  
**SE 9.4 Maintenance of an Airport Safety Corridor for Runway 7**  
**SE 9.8 Limitations on Hazardous Facilities**  
**SE Figure 5-3 Other Hazards**

***Finding.*** These amendments provide for removal of absolute restrictions regarding population density and storage of hazardous materials in the clear and approach zones (SE 9.3, SE 9.8, and SE Figure 5-3) and instead require a referral to the Airport Land Use Commission (ALUC) for a finding of consistency with the Airport Land Use Plan (ALUP) requirements. This is consistent with adopted zoning code procedures. Removing the prohibitions still allows the City discretion over the permitting of requests in the clear and approach zones. This discretion could include approval of such requests where there is no increase in risk or denial of requests when appropriate. Therefore, these policy amendments still meet the intent of the original policies. Amendments to policy SE 9.4 provides for a technical correction.

The City Council finds that these Safety Element Track 2 General Plan Amendments provide for improved direction and flexibility that would result in better management of, and decisions regarding, airport issues and are therefore in the public interest.

**Visual and Historic Resources Element**

**VH 1 Scenic Views**  
**VH 1.3 Protection of Ocean and Island Views**  
**VH 1.4 Protection of Mountain and Foothill Views**  
**VH 1.5 Protection of Open Space Views**  
**VH 1.6 Preservation of Natural Landforms**  
**VH 1.7 Scenic Easements**  
**VH 2 Local Scenic Corridors**  
**VH 2.3 Development Projects Along Scenic Corridors**  
**VH 3 Community Character**  
**VH 4 Design Review**

***Finding.*** These amendments clarify the use of “preserve” and “protect” as they relate to views. The level of protection provided to visual and historic resources would be substantially the same under either the existing or amended wording, however, the amendments more accurately reflect the intent of the policy and/or policy objective and use of the definitions of “preserve” and “protect”. The City Council finds that these Visual and Historic Resources Element Track 2 General Plan Amendments provide for a better use of terms that would result in better management of, and decisions regarding, public and private views, and are therefore in the public interest.

**Transportation Element**

**TE-IA-7 Update of the CEQA Thresholds**  
**TE 4.3 Deficiency Correction Plans**  
**TE 6.5 Limitation on Expansion of Intersections**

***Finding.*** These amendments provide for implementation of an adopted policy (new TE-IA-7 would provide for implementation of adopted policy TE 4.2), provide direction regarding the preparation of required Deficiency Correction Plans (TE 4.3), and provide clarification that the Hollister Avenue/Storke Road intersection already includes more than seven lanes and should be exempted from the required seven lane intersection limit (TE 6.5).



The City Council finds that these Transportation Element Track 2 General Plan Amendments provide for correction, improved direction, and appropriate substitute language that would result in better management of, and decisions regarding, transportation and circulation issues and are therefore in the public interest.

## C.2 Overall Finding

The City Council further finds that the following benefits resulting from the Track 2 General Plan Amendments are in the public interest:

1. The Track 2 General Plan Amendments would provide corrections, substitute language, and/or alternate direction to objectives, policies, tables, and figures in the General Plan, that provide for greater clarity and flexibility in implementing the Goleta General Plan/Coastal Land Use Plan goals and objectives. The amendments would promote the intention of the General Plan/Coastal Land Use Plan to preserve and enhance the quality of the community through appropriate use of the land that provides continuity with past and present uses. Land use patterns would remain primarily residential and open, with the majority of nonresidential development concentrated along the primary transportation corridor ---- east and west along Hollister Avenue and US Highway 101.
2. The Track 2 General Plan Amendments would continue to allow development and implementation of programs to revitalize the Old Town area.
3. The Track 2 General Plan Amendments would encourage sustained economic growth.
4. The Track 2 General Plan Amendments would continue to allow focus on the preservation and enhancement of scenic views, ocean and island views, mountain and foothill views, open space views, preservation of natural landforms, scenic corridors, and community character.
5. The Track 2 General Plan Amendments would continue to reflect the community's goals and aspirations for Goleta by contributing to the creation of a coherent vision for the City's future, building upon the individual and sometimes conflicting visions of a diverse population.
6. The Track 2 General Plan Amendments would facilitate the guidance of future physical changes and public decision making in a lawful manner that is comprehensive, long range, and internally consistent.
7. The Track 2 General Plan Amendments facilitate the four core goals and objectives of the Goleta General Plan/Coastal Land Use Plan:
  - a. The provision of a unified and coherent framework and vision for the future of Goleta.
  - b. The provision of a basis for future decisions by the City on implementing ordinances such as zoning and subdivision codes, individual development project applications, and public investments in infrastructure and services.

- c. Informing the public of the City's policies and provision of a means to invite public participation in the decision-making process.
- d. Guidance for private landowners, developers, and other public agencies in formulating projects and designs that are consistent with City policies.

**Exhibit 3**

**Goleta General Plan/Coastal Land Use Plan  
Final EIR Findings and  
Statement of Overriding Considerations  
(Adopted October 2, 2006)**

**PLANNING COMMISSION RESOLUTION 08-\_\_\_, EXHIBIT 3**  
**FINAL ENVIRONMENTAL IMPACT REPORT**  
**GOLETA GENERAL PLAN/COASTAL LAND USE PLAN**  
**ADOPTED OCTOBER 2, 2006**

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## **SECTION 1.0 FINDINGS REGARDING POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CAN BE REDUCED BY GP/CLUP POLICIES OR MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT (CLASS II)**

The City of Goleta finds that, based upon the threshold criteria for significance (City of Goleta Environmental Thresholds and Guidelines Manual, and CEQA Thresholds) presented in the FEIR, the following aspects of the project will result in environmental impacts which have been determined by the City to be significant, but which can be reduced by implementation of GP/CLUP policies (mitigation measures) identified in the FEIR, to levels of insignificance. These feasible mitigation measures will be adopted by the City through the General Plan/Coastal Land Use Plan (GP/CLUP) adoption process, as conditions for project approval. Moreover, these measures are fully enforceable through permit conditions, approvals and agreements. Based upon the environmental analyses presented in the FEIR, no substantial evidence has been submitted to or identified by the City that indicates that the following impacts would in fact occur at levels requiring a determination of significance that cannot be mitigated.

### **1.1 AESTHETICS AND VISUAL RESOURCES**

#### **1.1.1 Significant Impacts**

One Aesthetics and Visual Resources Class II impact has been identified related to scenic corridors and key public viewpoints. This impact can be reduced to a less-than-significant level through policies in the GP/CLUP. No modifications to GP/CLUP policies are required, nor is additional mitigation identified. The impact is:

**Impact 3.1-3. Impacts of GP/CLUP on Visual Resources within the City Including Scenic Corridors and Key Public Viewpoints.** Scenic corridors within the City include US-101, Hollister Avenue, SR-217, Cathedral Oaks Road, Glen Annie Road, Los Carneros Road north of US-101, and Fairview Avenue. Proposed development of vacant or underutilized land in accordance with the GP/CLUP (see Figures 3.1-1 and 3.10-2) in the vicinity of certain scenic corridors would potentially create significant impacts to views including US-101 and SR-217 in the southeastern part of the City.

#### **1.1.2 Facts Supporting the Impact Findings**

##### ***Overview***

The aesthetics and visual resources in the City were identified and evaluated based upon field reconnaissance. The City's location between the Santa Ynez Mountains and the Pacific Ocean provide a scenic backdrop for Goleta's urbanized area. Visually attractive open spaces within Goleta include public recreation areas and agricultural lands. The City retains a small-scale suburban character, with open spaces and broad vistas that provide a connection to the natural environment.

##### ***Discussion***

**Impact 3.1-3a: Impacts to Views from US-101.** Southerly and northerly views of visual resources are available from US-101 throughout the City. Vacant land along US-101 is designated for development with medium-density residential and office/institutional uses by the GP/CLUP in the area south of US-101 primarily near Los Carneros Road and Storke Road. Development of these types of uses in accordance with the designations of the GP/CLUP could result in potentially significant impacts to views from US-101.

Impact 3.1-3b: Impacts to Views from SR-217. The area surrounding SR-217 includes the riparian corridor of the San Jose Creek. There are currently five vacant lots along the creek, which are designated as planned residential, Old Town, visitor serving, and services, respectively. Parcels located along Hollister to the west and east of SR-217 characterized by existing Office and Industrial and Community Commercial Uses are proposed to be modified to allow some residential development. The Page Hotel site adjacent to SR-217 on South Kellogg has a land use designation of Visitor-serving Commercial, although it is currently being used for agriculture. Development consistent with the land use designation would result in a potential loss of land currently used for agriculture. In addition, the GOTRP EIR identifies lands along the SR-217 Scenic Corridor where visual resources would be converted from vacant land to commercial, mixed use and light industrial uses through implementation of the GOTRP. Development of these uses would be visible from SR-217. The addition of residential and commercial development within these areas could result in potentially significant impacts to coastal, ocean, and riparian corridor views and potentially change in an adverse manner the character of the scenic areas in the vicinity of SR-217.

The GOTRP EIR identified potential impacts to views of the Santa Ynez Mountains with the development of the Page Hotel and two to three story buildings along Hollister Avenue. Therefore related development under the GP/CLUP could result in potentially significant impacts to views of the mountains and foothills from SR-217.

Impact 3.1-3c: Impacts from Public Viewing Areas within the City. Views from public viewing areas within the City, including Lake Los Carneros Natural and Historic Preserve, Santa Barbara Shores Park, and the Sperling Preserve, could be affected by construction of future development in accordance with the GP/CLUP. Such future development could occur in vacant or underutilized areas that could impact views from these public viewing areas. Northerly and southerly views are currently available from a series of pedestrian trails within the Ellwood-Devereux Open Space, as well as from Lake Los Carneros Natural and Historic Preserve. Vacant land designated for development along Hollister and US-101 could be visible from these public viewing areas. Future development anticipated along Hollister and US-101 could result in potentially significant impacts on these public views within the City.

Impact 3.1-3d: Impacts to Views from Areas within the Coastal Zone. Pacific Shoreline Sites, including Santa Barbara Shores Park and Sperling Preserve, are designated as Open Space/Passive Recreation by the GP/CLUP. Selected vacant sites within the Coastal Zone are designated for planned residential or visitor serving commercial uses. Such future development would be in close proximity to important coastal resources, including the Sperling Preserve/Ellwood Devereux open space area and Sandpiper Golf course. Vacant sites located in the southeastern portion of the City near San Jose Creek are designated for development of service industrial uses and would be visible from the San Jose Creek riparian area. Development in these vacant sites could result in potentially significant impacts to views from these coastal areas.

Impact 3.1-3e: Light and Glare. Future development of vacant and underutilized land within the City could increase light and glare visible from public viewing areas or from scenic corridors. A substantial increase in light and glare primarily in association with development of vacant land along Hollister and US-101 could result in potentially significant impacts to views from scenic corridors and public viewing areas within the City.

**GP/CLUP Policies That Reduce Impacts**

Policies that Reduce Impact 3.1-3. The Visual and Historic Resources Element proposes the following policies intended to ensure the preservation and enhancement of the visual character and public views within and from Goleta's scenic corridors. These policies would reduce impacts to scenic corridors and key viewpoints associated with the GP/CLUP to a less-than-significant level.

- Policy VH 1: Scenic Views
- Policy VH 2: Local Scenic Corridors
- Policy VH 4: Design Review

A discussion of how the policies reduce impacts to views from scenic corridors and key viewpoints is provided below.

GP/CLUP Policies that Apply to Impact 3.1-3a. Views from US-101 that may be adversely impacted by future development of vacant land south of US-101 in the vicinity of Los Carneros Road and Storke Road would be reduced by implementation of GP/CLUP Policies VH 2 and VH 4. Through these policies, the Visual and Historic Resources Element would promote development that does not degrade or obstruct views of scenic areas. In accordance with these policies all future development would be subject to height restrictions, must incorporate existing sensitive landforms into the design, incorporate natural features in the design, minimize grading, and minimize signage. Landscaping must also provide screening. Large building masses in multiple-family residential developments are to be avoided. Use of several small structures rather than one large structure is encouraged. Height restrictions for multiple family residential uses are 35 feet outside the Coastal Zone and 25 feet within the Coastal Zone (Table 2-1 of the Land Use Element). Office and Commercial developments must be compatible with the scale of surrounding development, and roof mounted equipment shall be screened and part of the height restrictions. In addition, applicants for all proposed developments along scenic corridors must prepare a site-specific visual assessment to ensure that development complies with the requirements of the GP/CLUP.

The existing character of views from US-101 would also be considered in assessing impacts of future development. Southerly views from US-101 in the vicinity of vacant land near Storke Road and Los Carneros Road currently include urban uses in the foreground with coastal and ocean views in the distance. Vacant sites in the vicinity of Los Carneros Road are currently bordered by predominantly office, industrial warehousing, and institutional uses. The railroad also borders vacant sites to the north. Considering the type of the existing warehousing and office structures, development of multiple family uses on vacant land in this location would not represent a substantial deviation from the scale of structures in the area. In addition, as shown in Figure 3.1-1, the views of motorists on US-101 in the vicinity of Los Carneros Road are primarily northerly views of the foothills and Bishop Ranch. The locations of these vacant sites are also not foreground views from motorists and therefore would not be visible for extended periods of time considering vehicle speeds in the area. Future development, designed in accordance with GP/CLUP policies, would not substantially degrade the existing visual character of the area.

By promoting development that minimizes the scale and height of structures located adjacent to scenic corridors, and considering the existing developed character of the area south of US-101, implementation of GP/CLUP policies would reduce the potential impacts of future development to views from US-101 to a less-than-significant level.

GP/CLUP Policies that Apply to Impact 3.1-3b. The policies listed above would ensure that future development is subject to height restrictions, landscaping requirements, and architectural treatments that reduce potential impacts to views of visual resources including ocean, island, and mountain views from public viewing areas to a less-than-significant level. In addition, the GOTRP EIR identifies lands along the SR-217 Scenic Corridor, including vacant sites where visual resources would be impacted through buildout under the GOTRP. The GOTRP provides development standards that require design to be compatible with surrounding land uses and for use of landscaping that provides screening (DevStds VIS-OT-1.2, VIS-OT-1.4, and VIS-OT-3.3, KS6-6, KS7B-7). It is assumed for purposes of the GP/CLUP EIR that the requirements of the GOTRP regarding the visual character of future development in this area would be incorporated into the design of future projects. As such, the development standards in the GOTRP and the policies of the GP/CLUP would reduce the potential impacts of future development to views from SR-217 to a less-than-significant level.

Implementation of Policy VH 1, "Scenic Views," supports preservation of prominent landforms within the City. This policy protects views of the mountains and foothills. Implementation of the GP/CLUP policies would reduce the potential impacts of future development to views of the foothills from SR-217 to a less than significant level.

GP/CLUP Policies that Apply to Impact 3.1-3c. Adverse impacts to views from public viewing areas resulting from future development of vacant land located between US-101 and Hollister Avenue with a mix of multiple family, office/institutional, and commercial development would be reduced by implementation of GP/CLUP Policies VH 2 and VH 4. As described above, the GP/CLUP policies require that development not degrade or obstruct views of scenic areas. The policies listed above ensure that future development is subject to height restrictions, landscaping requirements, and architectural treatments that reduce potential impacts to views of visual resources including ocean, island, and mountain views from public viewing areas to a less-than-significant level. By promoting development that minimizes the scale and height of structures located adjacent to scenic corridors, and considering the existing developed character of the area north of Hollister Avenue and south of US-101, implementation of GP/CLUP policies would reduce the potential impacts of future development to views from public viewing areas to a less-than-significant level.

GP/CLUP Policies that Apply to Impact 3.1-3d. The GP/CLUP includes Policies VH 1 and VH 2 to ensure that the coastal open space areas are not altered from existing conditions. These policies would reduce potential impacts of development proposed in proximity to coastal resources and coastal scenic corridors to a less-than-significant level. These policies would need to be incorporated into the design of sites 45 through 48, 89, 118, and 119 on Figure 3.10-2 prior to approval of such development by the City. Development planned for sites 89 and 118 would also be located in proximity to existing residential neighborhoods, and would be an extension of those portions of the City within the Coastal Zone that are currently developed with predominantly single-family residential uses. Therefore, buildout under the GP/CLUP would not result in significant adverse impacts to the visual resources of the Coastal Zone through implementation of these policies.

GP/CLUP Policies that Apply to Impact 3.1-3e. Implementation Policy VH 4, "Design Review," would reduce potential impacts from light and glare associated with future development to a less-than-significant level by ensuring that lighting is designed, located, aimed downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent overlighting, energy waste, glare, light trespass, and sky glow.



### **1.1.3 Mitigation Measure Summary**

No modifications to GP/CLUP policies are required, nor is additional mitigation identified.

### **1.1.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP. These policies would lessen the significant environmental effect to below a level of significance.

## 1.2 AGRICULTURE AND FARMLAND

### 1.2.1 Significant Impacts

One Agriculture and Farmland Class II impact has been identified related to incompatible uses and structures. This impact can be reduced to a less-than-significant level through policies in the GP/CLUP. No modifications to GP/CLUP policies are required, nor is additional mitigation identified. The impact is:

**Impact 3.2-2. Incompatible Land Uses and Structures.** The introduction of incompatible uses and structures within or adjacent to agriculture land uses and agricultural operations could result in land use conflicts and could impair the productivity of agricultural lands. Residential uses can have adverse impacts on farming operations because of the introduction of pests, disease, and weeds as well as increased traffic, vandalism, trespassing, and citizen complaints. Commercial and industrial uses have fewer conflicts with adjacent agricultural operations but nevertheless can pose potential conflicts between neighboring land uses and agricultural production. Such incompatibilities with lands designated for agricultural use would be considered potentially significant.

### 1.2.2 Facts Supporting the Impact Findings

#### **Overview**

In the Goleta Valley, and specifically in the City of Goleta, urban agriculture (cultivated land within the designated urban boundary line) comprises small active farms of only a few acres to major producers of 100 acres or more. The agricultural land that still remains in the Goleta area provides a multitude of benefits for area residents. Agricultural uses in the foothill areas provide a scenic visual backdrop for the City, and open rangeland and orchards provide a healthy habitat for a variety of species to flourish.

#### **Discussion**

The proposed GP/CLUP would not result in conflicts with agricultural uses on adjacent or nearby unincorporated lands. The existing vacant lands near the City boundaries are not proposed for development near existing agricultural areas outside of the City. The proposed land use developments on the east side are primarily infill and would be developed in an already primarily built-out area. Areas in the northern portion of the City are proposed primarily for agricultural land uses, or the golf course, which would not conflict with agricultural uses. Therefore, no significant impacts would occur.

#### **GP/CLUP Policies That Reduce Impacts**

Policies That Would Reduce Impact 3.2-2. Policies and objectives incorporated into the GP/CLUP in order to preserve and protect agricultural resources include:

- Policy CE 11: Preservation of Agricultural Lands

A discussion of how the policy reduces impacts associated with incompatible land uses and structures is provided below.

The GP/CLUP includes Policy CE 11 to address potential land use incompatibility issues associated with the urban-agriculture interface. Specifically, Policy subsection CE 11.3 (Compatibility of New Development With Agriculture) provides for design and location of lands adjacent to agriculture to avoid or minimize potential conflicts with agricultural activities, which

may include requirements for right-to-farm covenants and disclosure notices for new development located adjacent to agricultural land. Additionally, Policy subsection CE 11.4 (Buffers Adjacent to Agricultural Parcels) provides for buffer zones and other measures such as landscape screening for new development adjacent to property designated for agricultural uses to minimize potential conflicts with agricultural activities. Furthermore, Policy subsection CE 11.8 (Mitigation of Impacts of New Development on Agriculture), provides for additional application of appropriate conditions to reduce any potential impacts through the review and analysis of land use development proposals near the designated agricultural lands (which may result in potential project denial if such impacts cannot be mitigated).

### **1.2.3 Mitigation Measure Summary**

No modifications to GP/CLUP policies are required, nor is additional mitigation identified.

### **1.2.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP. These policies would lessen the significant environmental effect to below a level of significance.

## 1.3 AIR QUALITY

### 1.3.1 Significant Impacts

One Air Quality Class II impact has been identified related to construction emissions. This impact can be reduced to a less-than-significant level through SBCAPCD techniques to limit emissions. No modifications to GP/CLUP policies are required, nor is additional mitigation identified. The impact is:

**Impact 3.3-1. Construction Emissions.** Construction activity that would be accommodated over the next 20 years under the GP/CLUP land use scenario would cause temporary emissions of criteria pollutants. Criteria pollutants such as NO<sub>x</sub>, CO, VOC (Volatile organic compounds), SO<sub>x</sub>, and PM<sub>10</sub> would be emitted by the operation of construction equipment, while fugitive dust (PM<sub>10</sub>) would be emitted by activities that disturb the ground, such as grading and excavation, road construction, and building construction. These air quality impacts could be potentially significant.

This impact also applies to the future City service areas.

### 1.3.2 Facts Supporting the Impact Findings

#### **Overview**

The State of California and the Federal Government have established air quality standards and emergency episode criteria for various pollutants. Generally, State regulations have stricter standards than those at the Federal level. Air quality standards are set at concentrations that provide a sufficient margin of safety to protect public health and welfare. Episode criteria define air pollution concentrations at the level where short-term exposures may begin to affect the health of a portion of the population particularly susceptible to air pollutants. The health effects are progressively more severe and widespread as pollutant concentrations increase.

The City of Goleta and Santa Barbara County generally have good air quality, as it attains or is considered in maintenance status for most ambient air quality standards. The Santa Barbara County Air Pollution Control District (SBCAPCD) is required to monitor air pollutant levels to assure that Federal and State air quality standards are being met. Air quality measurements indicate that Santa Barbara County is in attainment area for all other Federal and State air quality standards, with the exception for the State ozone and PM<sub>10</sub> standards.

#### **Discussion**

Information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity. Impacts associated with individual construction projects are not generally considered significant because of their temporary, short-term nature. Nevertheless, given the amount of development that the GP/CLUP would accommodate over the next 20 years, it is reasonable to conclude that some major construction activity could be occurring at any given time. Such impacts could also be complicated by the fact that multiple construction projects could occur simultaneously in any portion of the City.

Impacts to air quality from construction are directly associated with the amount of land disturbance and development that will take place. As discussed in Chapter 2.0, "Project Description," the GP/CLUP would accommodate an estimated 3,730 new residential units and 2.081 million square feet of nonresidential development through 2030.

The GP/CLUP could accommodate the demolition of existing older structures that were constructed with asbestos-containing materials. Demolition activity that disturbs friable asbestos could potentially create health hazards for receptors in the vicinity of individual demolition sites. However, demolition activity involving asbestos is required to be conducted in accordance with SBCAPCD Rule 1001, which requires SBCAPCD notification and use of licensed asbestos contractors to remove all asbestos prior to demolition. Compliance with Rule 1001 on all future demolition and construction activity with asbestos-containing materials would reduce impacts to less-than-significant level.

The impact of construction-related emissions upon sensitive receptors such as residences, schools, and hospitals depends upon the location of individual construction projects relative to sensitive receptors. Some new development within the City may occur adjacent to or near sensitive receptors. The SBCAPCD has not adopted significance thresholds for construction-related emissions since such emissions are short-term and temporary. Nevertheless, the SBCAPCD's Scope and Content of Air Quality Sections in Environmental Documents (updated March 2006) recommend various techniques to reduce construction-related emissions associated with individual developments. These include techniques to limit emissions of both ozone precursors (NO<sub>x</sub> and VOC) and fugitive dust (PM<sub>10</sub>) and are identified below.

- Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) should be utilized wherever feasible.
- The engine size of construction equipment operating simultaneously shall be the minimum practical size.
- The amount of construction equipment operating simultaneously shall be minimized through efficient construction management practices to ensure that the smallest practical number is operating at any one time.
- Construction equipment shall be maintained per the manufacturer's specifications.
- Construction equipment operating on site shall be equipped with two or four degree engine timing retard or precombustion chamber engines.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All diesel-powered equipment shall use ultra low sulfur diesel fuel.
- Diesel catalytic converters, diesel oxidation catalysts, and diesel particulate filters, as certified and/or verified by EPA or California, shall be installed, if available.
- Diesel-powered equipment should be replaced by electric equipment whenever feasible.
- Idling of heavy-duty diesel trucks during loading and unloading should be limited to five minutes; auxiliary power units should be used whenever possible.
- Construction worker's trips should be minimized by requiring carpooling and by providing for lunch on site.

Prior implementation of all of the following measures, as necessary, is assumed to reduce fugitive dust emissions to a less-than-significant level and is strongly recommended for all discretionary projects involving earthmoving.

- During construction, water trucks or sprinkler systems should be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for

the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible.

- Minimize the amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
- Gravel pads must be installed at all access points to prevent tracking of mud on to public roads.
- If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be covered with a tarp from the point of origin.
- After clearing, grading, earthmoving, or excavation is completed, the disturbed area should be treated by watering, revegetating, or spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
- The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to land use clearance for map recordation and land use clearance for finish grading for the structure.
- Prior to land clearance, the applicant shall include, as a note on a separate informational sheet to be recorded with map, these dust control requirements. All requirements shall be shown on grading and building plans.

Although construction-related impacts are not considered individually significant, the measures listed above are recommended to reduce construction-related emissions to the maximum degree feasible. These protective measures have been included in the GP/CLUP FEIR to address air quality impacts of future construction projects on a case-by-case basis.

#### ***GP/CLUP Policies That Reduce Impacts***

The SBCAPCD techniques identified above would satisfactorily address potential construction-related emissions associated with the GP/CLUP. No additional policies addressing construction emissions are proposed in the GP/CLUP.

### **1.3.3 Mitigation Measure Summary**

No modifications to GP/CLUP policies are required, nor is additional mitigation identified.

### **1.3.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP. These policies would lessen the significant environmental effect to below a level of significance.

## 1.4 BIOLOGICAL RESOURCES

### 1.4.1 Significant Impacts

Ten Biological Resources Class II impacts have been identified related to: temporary impacts to special status habitats and special status species; loss of special status habitats; long-term degradation of special status habitats; fragmentation of special status habitats; harm to listed species; loss, reduction, or isolation of local populations of native species; reduction in amount or quality of habitat for special status species; break or impairment of function of existing wildlife linkages; loss or degradation of conserved habitat; and inconsistency with approved conservation program or local conservation policy. These impacts can be reduced to a less-than-significant level through policies in the GP/CLUP. No modifications to GP/CLUP policies are required, nor is additional mitigation identified. The impacts are:

**Impact 3.4-1. Temporary Impacts to Special Status Habitats and Special Status Species.**

Development of vacant sites and the construction and maintenance of roads, trails, parks, and public facilities have the potential to temporarily remove or degrade special status habitats and to have temporary adverse impacts on species status species. Such losses are potentially significant.

**Impact 3.4-2. Loss of Special Status Habitats.** Development of vacant sites and the construction and maintenance of roads, trails, parks, and public facilities entail activities that would permanently remove some existing special status habitats. Such losses are potentially significant.

**Impact 3.4-3. Long-term Degradation of Special Status Habitats.** Development of vacant sites and the construction and maintenance of roads, trails, parks, and public facilities entail activities that could result in the long-term degradation of special status habitat. Such impacts are potentially significant.

**Impact 3.4-4. Fragmentation of Special Status Habitats.** Development of vacant sites and the construction (but not the maintenance) of roads, trails, parks, and public facilities entail activities that could result in the fragmentation of existing areas of special status habitats, especially in riparian corridors. Such effects are potentially significant.

**Impact 3.4-5. Harm to Listed Species.** Development of vacant sites and the construction and maintenance of roads, trails, parks, and public facilities entail activities that could result harm to listed species.

**Impact 3.4-6. Loss, Reduction, or Isolation of Local Populations of Native Species.**

Development of vacant sites and the construction (but not the maintenance) of roads, trails, parks, and public facilities entail activities that could result in the loss, reduction, or isolation of local populations of native species, primarily through habitat loss and degradation. Such impacts are potentially significant, especially given the small size and scattered distribution of habitat for native species of plants, wildlife, and fish.

**Impact 3.4-7. Reduction in Amount or Quality of Habitat for Special Status Species.**

Development of vacant sites and the construction and maintenance of roads, trails, parks, and public facilities entail activities that could reduce the amount and/or the quality of habitat for special status species.

**Impact 3.4-8. Break or Impairment of Function of Existing Wildlife Linkages.**

Development of vacant sites and the construction (but not maintenance) of roads, trails, parks, and public facilities entail activities that could result in the break of an existing wildlife linkage or impairment of the linkage's function. Loss of a linkage or impairment of a linkage's function is a potentially significant impact.

**Impact 3.4-9. Loss or Degradation of Conserved Habitat.** Development of vacant sites and the construction and maintenance of roads, trails, parks, and public facilities entail activities could result in potentially significant impacts on biological resources in areas of conserved habitat. These potential impacts are similar to those included in Impacts 3.4-1 through 3.4-8.

**Impact 3.4-10. Inconsistency with Approved Conservation Program or Local Conservation Policy.** Development of vacant sites and the construction and maintenance of roads, trails, parks, and public facilities may entail proposed activities that are inconsistent with approved conservation programs and local conservation policies. Such effects would be potentially significant under CEQA.

These impacts also apply to the future City service areas.

## 1.4.2 Facts Supporting the Impact Findings

### **Overview**

There are four biogeographic regions in and near the City: Mountain Region, Foothill, Coastal Plain, and Coastal Mesa. The City is situated primarily on coastal terraces in the Coastal Mesa Region, in the middle of a narrow ecological transition area that extends from the top of the Santa Ynez Mountains to the intertidal zone of the Pacific Ocean. Twelve creeks cross the City, draining from the foothills south to the Pacific Ocean and linking the City to the surrounding bioregions. Most of the streams exhibit intermittent, seasonal flows, and creek conditions vary greatly. Most of the lands in the City have been converted to urban and agricultural uses. The remaining natural habitats occur in the foothills of the Santa Ynez Mountains, along narrow riparian corridors, in protected open space areas such as Ellwood-Devereux Open Space Area and Lake Los Carneros Natural and Historic Preserve, and in small, scattered patches on agricultural and undeveloped lands.

Approximately 1,209 acres (24 percent) of the City are natural aquatic and terrestrial habitats. The three primary habitat types are nonnative grassland, eucalyptus woodland, and riparian, marsh, and vernal types. Habitats in the City support a wide variety of wildlife and fish species, but the diversity and abundance of species vary greatly between the habitats. The abundance and variety of wildlife are greatest in riparian and oak woodland habitats due to the presence of shelter, food, and linkages to the foothills. Annual grassland, although dominated by nonnative species, provides important foraging habitat for local raptors and nesting habitat for many birds. Fish are present in the estuaries at the mouths of Winchester/Bell and Tecolote Canyons, and the perennial reaches of major drainages support a combination of introduced and resident fish species.

Special-status habitats include areas that qualify as Environmentally Sensitive Habitat Areas (ESHAs) under the GP/CLUP; regulated waters, wetlands, and streambeds; and critical habitat designated for Federally listed and proposed species. For purposes of the FEIR, special-status habitats are presented in terms of habitats that meet the definition of or are designated as ESHAs in the Conservation Element of the GP/CLUP (see Conservation Element, Policy CE 1). Special-status species are defined as plant, fish, and wildlife species that have limited



distribution or abundance, are particularly vulnerable to human disturbances, or have special educational, scientific, or cultural/historic interest. Habitat linkages are physical connections that allow wildlife to move between patches of suitable habitat in both undisturbed landscapes as well as environments fragmented by urban development.

### ***Discussion***

#### **Impact 3.4-1. Temporary Impacts to Special Status Habitats and Special Status Species.**

Impacts to temporary habitat impacts include brush clearing and scraping to provide temporary access roads, pathways, and storage areas; and clearing and trenching in connection with pipeline maintenance and repairs. Although temporary, such impacts are potentially significant when they affect regulated habitats (riparian and wetlands), habitats occupied by listed species, habitats with nesting birds, and special status habitats that occur only in small isolated patches (e.g., native grassland). Examples of temporary impacts to special status species include noise and lighting during construction and temporary displacement from suitable habitat due to disruption by adjacent activities.

**Impact 3.4-2. Loss of Special Status Habitats.** Vacant sites identified in the GP/CLUP include approximately 40 acres of ESHA. Most of the ESHAs on or near vacant sites are located near creeks or existing preserves. The actual ESHA impacts of each development would be calculated as part of the planning process and CEQA documentation for individual projects. Although the GP/CLUP policies require impact avoidance and restrict development in ESHA areas, exceptions are allowed. Some loss of existing special status habitats would occur as a result of site development.

Proposed roads, trails, parks, and public facilities are planned mainly for areas outside of ESHAs. However, the GP/CLUP explicitly allows for the inclusion of trails and some roads in ESHAs and ESHA buffers. Plans for the proposed facilities are not at a stage where impacts to ESHAs can be calculated with reasonable certainty. Actual ESHA impacts will be calculated as part of the planning process and CEQA documentation for individual projects. Some loss of existing special status habitats would occur as a result of road, trail, park, and other public facility construction.

Maintenance of existing and future facilities (roads, trails, parks, other facilities) will occur in areas with ESHAs and in ESHA buffers. Actual ESHA impacts will depend on the type, timing, and location of the maintenance and management activities. A limited amount permanent habitat loss may result from some maintenance activities.

**Impact 3.4-3. Long-term Degradation of Special Status Habitats.** Impacts to special status habitats include increased occurrence of invasive nonnative species within special-status habitats due to the proximity of such nonnative species in adjacent landscaping, changes in hydrology and water flow that would degrade the quality and function of riparian systems, or habitat disturbances from unauthorized recreation activities. Because of the relatively small size and fragmented distribution of the ESHAs in the City, degradation of habitat conditions has the potential to result in permanent habitat loss as well as impaired habitat functions.

**Impact 3.4-4. Fragmentation of Special Status Habitats.** Given the limited amount of ESHAs and the linear nature of the riparian areas, fragmentation of ESHAs has the potential to result in permanent habitat loss as well as permanently impaired habitat functions.

**Impact 3.4-5. Harm to Listed Species.** Currently listed and proposed species that are known to occur in the City or potentially occur in the City's remaining habitats include vernal pool fairy

shrimp (*Branchinecta lynchi*), Southern California steelhead (Southern California ESU) (*Oncorhynchus mykiss irideus*), tidewater goby (*Eucylogobius newberryi*), red-legged frog, *Rana aurora draytonii*, Belding's savannah sparrow (*Passerculus sandwichensis beldingi*), brown pelican (*Pelecanus occidentalis californicus*), burrowing owl (*Athene cunicularia*), California least tern (*Sterna antillarum browni*), least Bell's vireo (*Vireo bellii pusillus*), light-footed clapper rail (*Rallus longirostris levipes*), peregrine falcon (*Falco peregrinus anatum*), and western snowy plover (*Charadrius alexandrinus nivosus*). Of these species, vernal pool fairy shrimp, red-legged frog, least Bell's vireo, and burrowing owl are most at risk of direct impacts because of the occurrence of their habitats in or near areas designated for development. The habitats of these species are subject to Federal and State regulations as well local ordinances and policies that are designed to protect the species from impacts, except as authorized under the Federal and State Endangered Species Acts. The other currently listed species are similarly protected by regulation and also occur primarily in already conserved habitat area. Other special status species may become listed during implementation of the GP/CLUP. The GP/CLUP policies provide essentially the same protection for listed and non-listed special status species. However, it is possible that other species may be proposed and become listed during implementation of the GP/CLUP.

**Impact 3.4-6. Loss, Reduction, or Isolation of Local Populations of Native Species.**

Populations of endemic species such as vernal pool invertebrates and plants generally are at most risk. Most known areas of native grassland (the rarest native habitat in the City) are conserved within an existing reserve; a few areas exist on the residences at Sandpiper site and the Comstock Homes site.

**Impact 3.4-7. Reduction in Amount or Quality of Habitat for Special Status Species.** Species associated with grassland habitats (including nonnative grassland) and endemic species such as vernal pool plants and invertebrates are potentially most at risk from habitat reduction.

**Impact 3.4-8. Break or Impairment of Function of Existing Wildlife Linkages.** Riparian corridors, which also provide movement corridors to upland habitats, are most at risk because of the tenuous nature of existing linkages and impacts from existing surrounding development.

**Impact 3.4-9. Loss or Degradation of Conserved Habitat.** Potential impacts are similar to those included in Impacts 3.4-1 through 3.4-8.

**Impact 3.4-10. Inconsistency with Approved Conservation Program or Local Conservation Policy.** Development of vacant sites and the construction and maintenance of roads, trails, parks, and public facilities may entail proposed activities that are inconsistent with approved conservation programs and local conservation policies. Such effects would be potentially significant under CEQA.

**GP/CLUP Policies That Reduce Impacts**

**Policies That Would Reduce Impact 3.4-1.** The following GP/CLUP policies reduce the potentially significant impacts of temporary habitat loss and modification by requiring impact avoidance where feasible, setting design criteria and management guidelines, and requiring mitigation for impacts to special status habitats:

- Policy CE 1: Environmentally Sensitive Habitat Area Designations and Policy
- Policy CE 2: Protection of Creeks and Riparian Areas
- Policy CE 3: Protection of Wetlands

- Policy CE 4: Protection of Monarch Butterfly Habitat Areas
- Policy CE 5: Protection of Other Terrestrial Habitat Areas
- Policy CE 6: Protection of Marine Habitat Areas
- Policy CE 7: Protection of Beach and Shoreline Habitats
- Policy CE 8: Protection of Special-Status Species
- Policy CE 9: Protection of Native Woodlands
- Policy CE 10: Watershed Management and Water Quality
- Policy OS 1: Lateral Shoreline Access
- Policy OS 2: Vertical Access to the Shoreline
- Policy OS 3: Coastal Access Routes, Parking, and Signage
- Policy OS 4: Trails and Bikeways
- Policy OS 5: Ellwood-Devereux Open Space Area
- Policy OS 6: Public Park System Plan
- Policy OS 7: Adoption of Open Space Plan Map
- Policy LU 1: Land Use Plan Map and General Policies
- Policy LU 6: Park and Open Space Uses
- Policy LU 9: Coastal-Dependent and -Related Uses (Key Pacific Shoreline Sites)

Policies That Would Reduce Impact 3.4-2. The following GP/CLUP policies reduce the potentially significant impacts of permanent loss of existing habitat by requiring impact avoidance where feasible, setting design criteria and management guidelines, and requiring that any allowed impacts to special status habitats be fully mitigated:

- Policy CE 1: Environmentally Sensitive Habitat Area Designations and Policy
- Policy CE 2: Protection of Creeks and Riparian Areas
- Policy CE 3: Protection of Wetlands
- Policy CE 4: Protection of Monarch Butterfly Habitat Areas
- Policy CE 5: Protection of Other Terrestrial Habitat Areas
- Policy CE 6: Protection of Marine Habitat Areas
- Policy CE 7: Protection of Beach and Shoreline Habitats
- Policy CE 9: Protection of Native Woodlands
- Policy CE 10: Watershed Management and Water Quality
- Policy OS 1: Lateral Shoreline Access
- Policy OS 2: Vertical Access to the Shoreline
- Policy OS 3: Coastal Access Routes, Parking, and Signage
- Policy OS 4: Trails and Bikeways
- Policy OS 5: Ellwood-Devereux Open Space Area
- Policy OS 6: Public Park System Plan

- Policy OS 7: Adoption of Open Space Plan Map
- Policy LU 1: Land Use Plan Map and General Policies
- Policy LU 6: Park and Open Space Uses
- Policy LU 9: Coastal-Dependent and -Related Uses (Key Pacific Shoreline Sites)

Policies That Would Reduce Impact 3.4-3. The following GP/CLUP policies reduce the potentially significant impacts of activities that directly or indirectly result in habitat degradation by requiring buffers and setbacks separating ESHAs from adjacent uses, identifying standards for uses in and adjacent to ESHAs and ESHA buffers, and requiring that impacts to ESHA be fully mitigated:

- Policy CE 1: Environmentally Sensitive Habitat Area Designations and Policy
- Policy CE 2: Protection of Creeks and Riparian Areas
- Policy CE 3: Protection of Wetlands
- Policy CE 4: Protection of Monarch Butterfly Habitat Areas
- Policy CE 5: Protection of Other Terrestrial Habitat Areas
- Policy CE 7: Protection of Beach and Shoreline Habitats
- Policy CE 9: Protection of Native Woodlands
- Policy CE 10: Watershed Management and Water Quality
- Policy OS 5: Ellwood-Devereux Open Space Area
- Policy LU 1: Land Use Plan Map and General Policies
- Policy LU 6: Park and Open Space Uses
- Policy LU 9: Coastal-Dependent and -Related Uses (Key Pacific Shoreline Sites)

Policies That Would Reduce Impact 3.4-4. Impact 3.4-4 would be reduced to a less-than-significant level by the same GP/CLUP policies that would reduce Impact 3.4-2.

Policies That Would Reduce Impact 3.4-5. Impact 3.4-5 would be reduced to less-than-significant levels by GP/CLUP Policy CE 8: Protection of Special Status Species, and by the habitat-related policies identified for Impacts 3.4-1 and 3.4-2. These policies provide for the protection of listed and proposed species, plus other nonlisted special-status species. The protections are largely habitat-based, which provides protection to listed and non-listed species in the same locations. Harm to any listed species would require authorization from USFWS, NMFS, and/or DFG as appropriate in accordance with the Federal and State Endangered Species Acts. Such authorization would be a condition of any City approval of any project that would result in harm to a listed species. In addition, Policy CE 8 would apply to any species that fit the definitions of special status species.

Policies That Would Reduce Impact 3.4-6. Impact 3.4-6 would be reduced to less-than-significant levels by the same GP/CLUP policies that reduce Impact 3.4-1, 3.4-2, and 3.4-5.

Policies That Would Reduce Impact 3.4-7. Impact 3.4-7 would be reduced to less-than-significant levels by the same GP/CLUP policies that reduce Impact 3.4-1, 3.4-2, and 3.4-5.

Policies That Would Reduce Impact 3.4-8. Impact 3.4-8 would be reduced to a less-than-significant level by the same GP/CLUP policies that would reduce Impacts 3.4-2, 3.4-3, and 3.4-4.

Policies That Would Reduce Impact 3.4-9. Impact 3.4-9 would be reduced to a less-than-significant level by the same GP/CLUP policies that would reduce Impacts 3.4-1 through 3.4-8.

Policies That Would Reduce Impact 3.4-10. Impact 3.4-10 would be reduced to a less-than-significant level by the same GP/CLUP policies that would reduce Impacts 3.4-1 through 3.4-9.

### **1.4.3 Mitigation Measure Summary**

No modifications to GP/CLUP policies are required, nor is additional mitigation identified.

### **1.4.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP. These policies would lessen the significant environmental effect to below a level of significance.

## 1.5 CULTURAL RESOURCES

### 1.5.1 Significant Impacts

Three Cultural Resources Class II impacts have been identified related to: damage to sites of cultural, historical, or paleontological significance; loss or destruction of an important historical building, archaeological site, or paleontological site; and loss or destruction of significant cultural resource. These impacts can be reduced to a less-than-significant level through policies in the GP/CLUP. No modifications to GP/CLUP policies are required, nor is additional mitigation identified. The impacts are:

**Impact 3.5-1. Damage to Sites of Cultural, Historical, or Paleontological Significance.**

Damage to an archeological site, Native American site, paleontological site, or historic building is, by definition, a long term impact. Exceptions to this might include a temporary impact to the setting, aesthetics, and integrity of a building or structure as the result of adjacent construction. In this instance, projects contiguous to historic buildings or structures could cause short-term, potentially significant but mitigable impacts.

**Impact 3.5-2. Loss or Destruction of an Important Historical Building, Archaeological Site, or Paleontological Site.** It is possible that future development proposed under the GP/CLUP could involve the loss or destruction of an important historical building, archaeological site, or historical site that could result in adverse impacts that cannot be mitigated to below the level of significance. Examples might include National Register or California Register buildings that require demolition, destruction, or damage to burial grounds. The only potential impact to paleontological resources resulting from buildout of the GP/CLUP would involve the loss of a rare find of terrestrial mammal fossils during excavation of a key site for development.

**Impact 3.5-3. Loss or Destruction of Significant Cultural Resource.** The loss or destruction of significant cultural, historical, or paleontological resources within the City as a whole would constitute a long-term impact because such resources are nonrenewable and unique. However, for all but the most significant and unique sites, it would be possible to implement mitigation measures that can reduce the level of impacts to less-than-significant levels (Class II).

These impacts also apply to the future City service areas.

### 1.5.2 Facts Supporting the Impact Findings

**Overview**

Cultural resources include prehistoric and historic archaeological sites, historical structures and buildings, sites of ethnic significance, and paleontological resources. Prehistoric archaeological sites consist of surface and subsurface deposits containing human related artifacts, burial interments, food refuse and/or food preparation features such as hearths, and bedrock associated features containing milling elements, rock art, or living shelters. Historic archaeological sites consist of surface or subsurface trash deposits containing artifacts or food refuse and surface-exposed features such as building foundations, wall footings, and other features associated with former historic dwellings and related structures, as well as commercial or agricultural facilities. Historic archaeological sites are distinguished from historic buildings and structures, which consist of still-intact homes as well as other buildings associated with commercial or agricultural activities. Paleontological resources (i.e., fossils) are the remains and/or traces of prehistoric (i.e., older than approximately 10,000 years) plant and animal life

**Discussion**

The loss or destruction of significant cultural, historical, or paleontological resources within the City as a whole would constitute a long-term impact because such resources are nonrenewable and unique. However, for all but the most significant and unique sites, it would be possible to implement mitigation measures that can reduce impacts to a less-than-significant level.

***GP/CLUP Policies That Reduce Impacts***

Policies That Would Reduce Impact 3.5-1 to a Level of Insignificance. The following policies would typically serve to reduce the potential impacts of implementing the GP/CLUP to Sites of Cultural, Historical, or Paleontological Significance to a less-than-significant level:

- Policy OS 8: Protection of Native American and Paleontological Resources
- Policy VH 5: Historic Resources
- Policy VH 6: Historical and Cultural Landscapes

Some projects within the GP/CLUP may require a mixed strategy to include inventory, excavation, and avoidance/preservation. Elements of the built environment, such as buildings and structures, would typically require onsite preservation; archaeological sites may require data recovery excavation and/or preservation.

Policies That Would Reduce Impact 3.5-2 to a Level of Insignificance. The following policies would typically serve to reduce the potential impacts of implementing the GP/CLUP to Loss or Destruction of an Important Historical Building, Archaeological Site, or Paleontological Site to a less-than-significant level:

- Policy OS 8: Protection of Native American and Paleontological Resources
- Policy VH 5: Historic Resources
- Policy VH 6: Historical and Cultural Landscapes

Some projects within the GP/CLUP may require a mixed strategy to include inventory, excavation, and avoidance/preservation. Elements of the built environment, such as buildings and structures, would typically require onsite preservation; archaeological sites may require data recovery excavation and/or preservation.

Policies That Would Reduce Impact 3.5-3. Overall, the standards and requirements identified in the following policies would serve to reduce the potential impacts involving Loss or Destruction of Significant Cultural Resource resulting from implementation of the GP/CLUP to a less-than-significant level:

- Policy OS 8: Protection of Native American and Paleontological Resources
- Policy VH 5: Historic Resources
- Policy VH 6: Historical and Cultural Landscapes

Some projects may require a mixed strategy to include inventory, excavation, and avoidance/preservation. Elements of the built environment, such as buildings and structures, would typically require onsite preservation; archaeological sites may require data recovery excavation and/or preservation.

### **1.5.3 Mitigation Measure Summary**

No modifications to GP/CLUP policies are required, nor is additional mitigation identified.

### **1.5.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP. These policies would lessen the significant environmental effect to below a level of significance.



## 1.6 GEOLOGY, SOILS, AND MINERAL RESOURCES

### 1.6.1 Significant Impacts

Four Geology, Soils, and Mineral Resources Class II impacts have been identified related to: soil erosion and loss of topsoil; exposure of people or structures to effects of seismic activity; exposure of people or structures to substantial adverse landslide effects; and location of development on expansive and/or compressible soil that could lead to risks to people or structures. These impacts can be reduced to a less-than-significant level through policies in the GP/CLUP. No modifications to GP/CLUP policies are required, nor is additional mitigation identified. The impacts are:

**Impact 3.6-1. Substantial Accelerated Soil Erosion and/or Loss of a Substantial Amount of Topsoil.** Development would cause groundbreaking and vegetation removal during construction. As a result, soil would be exposed to rain and wind, potentially causing accelerated erosion and deposition of sediment into nearby drainages and/or waterways. Erosion and sedimentation could result in a short-term increase in turbidity in these waterways, potentially causing water quality degradation. Accelerated erosion and loss of a substantial amount of topsoil resulting from buildout under the GP/CLUP would be considered a potentially significant impact.

**Impact 3.6-2. Exposure of People or Structures to Substantial Adverse Effects Resulting from the Rupture of a Known Earthquake Fault, Seismic Ground Shaking, Seismically Induced Landsliding, or Liquefaction.** The City is in a seismically active region, and seismic activity could cause surface fault rupture, strong ground shaking, seismically induced landslides, and/or liquefaction. Exposure of people or structures to these events would be considered a potentially significant impact.

**Impact 3.6-3. Exposure of People or Structures to Substantial Adverse Landslide Effects Resulting from Buildout on Unstable Geologic Units or Soils or Steep Slopes.** Buildout in areas with moderate to steep slopes or unstable geologic units or soils could be susceptible to landslides. Exposure of people or structures to landslides would be considered a potentially significant impact.

**Impact 3.6-4. Location of Development on Expansive and/or Compressible Soil That Could Lead to Risks to People or Structures.** Expansive and/or compressible soils occur in the City, and development on these soils could lead to significant damage to structures and utilities. The location of development on expansive and/or compressible soils that could lead to risks to people or structures would be a potentially significant impact.

In addition, three Geology, Soils, and Mineral Resources Class II impacts have been identified for the future City service areas. These impacts can be reduced to a less-than-significant level through policies in the GP/CLUP. No modifications to GP/CLUP policies are required, nor is additional mitigation identified. The impacts are:

**Impact 4.6-1. Exposure of People or Structures to Substantial Adverse Landslide Effects Resulting During Construction on Unstable Geologic Units or Soils.** Development in selected portions of the northern and southern subareas could cause a higher likelihood of landslides.

**Impact 4.6-2. Substantial Accelerated Soil Erosion and/or Loss of a Substantial Amount of Topsoil.** Development in selected portions of the northern and southern subareas could cause a higher likelihood of accelerated erosion.

**Impact 4.6-3. Exposure of People or Structures to Substantial Adverse Effects Resulting from Seismically Induced Landsliding or Liquefaction.** Development in selected portions of the northern and southern subareas could be subject to risks from landslides and/or surface ruptures.

## 1.6.2 Facts Supporting the Impact Findings

### **Overview**

The City of Goleta occupies a portion of the eight-mile long and three-mile wide flat alluvial plain known as the Goleta Valley. This valley is bordered on the south by the coastal plateaus that encompass the Ellwood Mesa, Isla Vista, the University of California, Santa Barbara (UCSB), and the More Mesa areas. The western portion of the City of Goleta extends to the coast and includes the Ellwood Mesa area. The northern limit of the Goleta Valley is defined by the foothills of the Santa Ynez Mountains and is roughly coincident with the northern limit of the City. To the east, the Goleta Valley extends to the hills near the western edge of the City of Santa Barbara. Most of the valley drains into the Goleta Slough, a coastal salt marsh located south of Goleta and within the City of Santa Barbara airport property. The Goleta Slough is connected to the Pacific Ocean at the gap in the coastal plateaus located near Goleta Beach County Park.

The geologic structure that underlies the City of Goleta generally consists of a southerly dipping, east-west trending homocline (i.e., all the rock layers dip uniformly in one direction), similar to the overall structure of the Santa Ynez Mountains. In the foothills north of the City, a more complex geologic structure with folds and faults has been mapped in the exposed bedrock. None of the faults that cross the City have been designated as active by the California Geological Survey.

Due to the nature of the parent bedrock material in the foothills of the Santa Ynez Mountains, alluvial soils present in various parts of the City of Goleta (and most of the South Coast) are commonly classified as expansive. *Expansive soils* will change volume (shrink and swell) with changes in moisture content. If not adequately addressed in foundation design, buildings can be damaged by repeated swelling of the supporting soil. *Compressible soils* are near-surface (uppermost 50 feet) deposits that contain a high proportion of organic material. When a load (such as a new building) is placed on these deposits, the organic matter can compress and cause localized ground subsidence.

### **Discussion**

Impact 3.6-1. Substantial Accelerated Soil Erosion and/or Loss of a Substantial Amount of Topsoil. Federal and state jurisdictions require that an approved SWPPP be prepared. A SWPPP specifies BMPs that will prevent all construction pollutants from contacting stormwater with the intent of keeping all products of erosion from moving off site into receiving waters. In addition, construction projects will need to adhere to the City's grading ordinances. These ordinances and State/Federal requirements set forth the procedures, standards, and enforcement that will be used to manage soil erosion and subsequent sedimentation in order to sustain the goal of clean water.

Impact 3.6-2. Exposure of People or Structures to Substantial Adverse Effects Resulting from the Rupture of a Known Earthquake Fault, Seismic Ground Shaking, Seismically Induced Landsliding, or Liquefaction. Surface fault rupture and strong ground shaking caused by local or regional earthquakes could result in severe damage to structures and utilities and pose a significant risk to public safety. Unless constructed to withstand the potential fault rupture and shaking caused by an earthquake, structures could collapse or be shifted off their foundations, roads could be damaged, and pipelines could fail. A seismic event could also trigger landsliding in unstable geologic or soil units (described in Impact 3.6-3) or on steep (i.e., greater than 20 percent) slopes. Unstable units and steep slopes occur primarily in northern portion of the City. In addition, the extensive unconsolidated deposits in the City that overlie shallow groundwater could become unstable as a result of liquefaction caused by strong ground shaking.

Impact 3.6-3. Exposure of People or Structures to Substantial Adverse Landslide Effects Resulting from Buildout on Unstable Geologic Units or Soils or Steep Slopes. Landslides are most likely in very small areas in the in the northern portion of the City with unstable geologic or soil units or with steep slopes, or in the southern portion of the City along coastal bluffs. Buildout in these high landslide potential areas under the GP/CLUP is planned at Sites #14 and #15. Unstable geologic and soil units of particular concern are the Rincon Formation and the Ayars series, as these are known for their landslides and slope failures.

Impact 3.6-4. Location of Development on Expansive and/or Compressible Soil That Could Lead to Risks to People or Structures. Although expansive/compressible soils can lead to structural damage, the City's policies for general safety and soil stability related to expansive/compressible soils reduce this risk to a less-than-significant level.

Impact 4.6-1. Exposure of People or Structures to Substantial Adverse Landslide Effects Resulting During Construction on Unstable Geologic Units or Soils. See discussion above for Impact 3.6-3.

Impact 4.6-2. Substantial Accelerated Soil Erosion and/or Loss of a Substantial Amount of Topsoil. See discussion above for Impact 3.6-1.

Impact 4.6-3. Exposure of People or Structures to Substantial Adverse Effects Resulting from Seismically Induced Landsliding or Liquefaction. See discussion above for Impact 3.6-2.

### ***GP/CLUP Policies That Reduce Impacts***

Policies That Would Reduce Impact 3.6-1. Although construction can potentially lead to accelerated erosion, the City's policies for general safety, soil and slope stability, bluff erosion and retreat, and beach erosion, together with implementation of the SWPPP and the grading ordinances, would prevent substantial soil erosion or the loss of topsoil and reduce this risk to a less-than-significant level. The City's policies are:

- Policy SE 1: Safety in General
- Policy SE 2: Bluff Erosion and Retreat
- Policy SE 3: Beach Erosion and Shoreline Hazards
- Policy SE 5: Soil and Slope Stability Hazards

Policies That Would Reduce Impact 3.6-2. Although building in a seismically active region is potentially dangerous, the City's policies for seismic and seismically induced hazards reduce this risk to a less-than-significant level. The City's policies, listed below, include maintaining up-

to-date geologic information, complying with the CBSC, prohibiting building within a fault trace corridor, requiring geotechnical reports, pursuing retrofitting older masonry buildings, requiring a higher level of seismic safety for critical buildings minimizes this impact, and discouraging construction with high liquefaction potential.

- Policy SE 1: Safety in General
- Policy SE 4: Seismic and Seismically Induced Hazards
- Policy SE 11: Emergency Preparedness

Policies That Would Reduce Impact 3.6-3. Although buildout on unstable geologic units or soils or steep slopes can be susceptible to landslides, the City's policies for general safety, soil and slope stability, bluff erosion and retreat, and beach erosion reduce this risk to a less-than-significant level.

- Policy SE 1: Safety in General
- Policy SE 2: Bluff Erosion and Retreat
- Policy SE 3: Beach Erosion and Shoreline Hazards
- Policy SE 5: Soil and Slope Stability Hazards

Policies That Would Reduce Impact 3.6-4. Although expansive/compressible soils can lead to structural damage, the City's policies for general safety and soil stability related to expansive/compressible soils reduce this risk to a less-than-significant level.

- Policy SE 1: Safety in General
- Policy SE 5: Soil and Slope Stability Hazards

Policies That Would Reduce Impact 4.6-1. Exposure of People or Structures to Substantial Adverse Landslide Effects Resulting During Construction on Unstable Geologic Units or Soils. See policies above for Impact 3.6-3.

Policies That Would Reduce Impact 4.6-2. Substantial Accelerated Soil Erosion and/or Loss of a Substantial Amount of Topsoil. See policies above for Impact 3.6-1.

Policies That Would Reduce Impact 4.6-3. Exposure of People or Structures to Substantial Adverse Effects Resulting from Seismically Induced Landsliding or Liquefaction. See policies above for Impact 3.6-2.

### **1.6.3 Mitigation Measure Summary**

No modifications to GP/CLUP policies are required, nor is additional mitigation identified.

### **1.6.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP. These policies would lessen the significant environmental effect to below a level of significance.

## 1.7 HAZARDS AND HAZARDOUS MATERIALS

### 1.7.1 Significant Impacts

Seven Hazards and Hazardous Materials Class II impacts have been identified related to: risk of upset at S.L. 421 wells; risk of upset at Ellwood Marine Terminal; Santa Barbara Municipal Airport; wildland fires; surface water; exposure of population to listed/contaminated sites; and contaminated soil. These impacts can be reduced to a less-than-significant level through policies in the GP/CLUP. No modifications to GP/CLUP policies are required, nor is additional mitigation identified. The impacts are:

**Impact 3.7-3. Risk of Upset at S.L. 421 Wells.** The recommissioning of oil production at the idled oil well would create risks to marine and land resources and neighboring populations associated with spills, leaks, or pipeline ruptures. Impacts due to releases oil emulsion during pumping from the S.L. 421 production well to the EOF would be significant but mitigable.

**Impact 3.7-4. Risk of Upset at Ellwood Marine Terminal.** Oil storage and transfer operations at EMT create risks to marine and land resources and planned neighboring populations associated with spills, leaks, or pipeline ruptures. Impacts due to oil releases would be significant but mitigable through implementation of SPCC Plans, pursuant to 40 CFR Part 112, that are currently required of the EMT and implementation of a pipeline safety, maintenance, operation and inspection program.

**Impact 3.7-5. Airport.** Nearly the entire City of Goleta is contained within the influence area of the Santa Barbara Municipal Airport. A significant exception is the Venoco's EOF, located at the west end of the City and outside of the influence area. Within the influence area, the areas underneath the takeoff and landing paths are subject to the greatest risk from accidents involving flight operations. Given the amount of potential office/institutional, commercial, business park, and hotel development that could occur within the one-mile markers of the airport, under the GP/CLUP with buildout of these properties would be considered potentially significant.

**Impact 3.7-6 Wildland Fires.** The City includes areas that are classified by the California Department of Forestry and Fire Protection (CDF) as wildland fire hazard areas. Future residential development is planned for three parcels totaling 9.06 acres within the high wildfire hazard area of the City under the GP/CLUP. Due to the proximity of these vacant properties to undeveloped wildland, the fire risk to future homes and other structures within these areas resulting from GP/CLUP implementation is considered potentially significant.

**Impact 3.7-7. Surface Water.** Surface water quality could be adversely affected by ordinary use or spills of hazardous materials used during site grading and construction activities. This impact would be considered potentially significant.

**Impact 3.7-8. Exposure of Population to Listed/Contaminated Sites.** The City of Goleta contains numerous locations that are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could present significant hazards to the public or the environment.

**Impact 3.7-9. Contaminated Soil.** Areas within the City affected by hazardous materials associated with past oil development activities may include contaminated soils. Contaminants of concern include petroleum hydrocarbons (benzene, crude oil, waste oil, and light petroleum

distillates), metals, volatile organic compounds, semi-volatile organic compounds, and polynuclear aromatic hydrocarbons (PAHs). Construction activities associated with future residential or other development could potentially uncover contaminated soils and expose construction workers and the public to potential health hazards.

In addition, four Hazards and Hazardous Materials Class II impacts have been identified for the future City service areas. These impacts can be reduced to a less-than-significant level through policies in the GP/CLUP. No modifications to GP/CLUP policies are required, nor is additional mitigation identified. The impacts are:

**Impact 4.7-1 Wildland Fires.** Development in Areas E and C could be located in wildland fire hazard areas, and result in significant fire risk to homes and other structures.

**Impact 4.7-2. Risk of Upset at Ellwood Marine Terminal.** Oil storage and transfer operations at EMT could create risks to marine and land resources and planned neighboring populations associated with spills, leaks, or pipeline ruptures.

**Impact 4.7-3. Listed Contaminated Sites.** Area D may contain listed sites that use and/or store hazardous materials. The release of hazardous materials associated with oil and gas production, processing, and transport may result in significantly adverse impacts.

**Impact 4.7-4. Surface Water.** Surface water quality could be adversely affected by ordinary use or spills of hazardous materials used during site grading and construction activities. Impacts would be potentially significant.

## 1.7.2 Facts Supporting the Impact Findings

### **Overview**

Existing and potential hazards relevant to the City of Goleta include: hazards associated with naturally occurring phenomenon such as fire; hazards associated with the use, storage, transportation, and manufacturing of hazardous materials as well as the generation and management of hazardous wastes; and man-made hazards associated the Santa Barbara Municipal Airport and electricity generation and transmission (i.e., electromagnetic fields).

The GP/CLUP was analyzed with respect to potential buildout that would result in potential public safety hazards caused by the presence, use, manufacture, or transport of hazardous materials within the City. Available site investigation reports were reviewed to assess whether potential hazardous materials release sites exist within the City and, if so, to assess the status of those sites. A qualitative assessment of potential impacts on the community was then made based on the location and condition of the sites and on the current and planned uses of the location. To evaluate impacts on the environment, the risk of upset impact analysis (focused on impacts to humans) assessed potential impacts from accidents, explosions, and other releases.

Impacts to public safety from hazards and hazardous materials and wastes due to upset conditions, accidental releases, or natural phenomena have been evaluated in relation to the GP/CLUP. Corresponding policies and elements assess the adequacy to which the GP/CLUP and the corresponding policies and elements address hazards and hazardous materials related impacts. No quantitative analysis of the risk potential was performed for this report.

**Discussion**

**Impact 3.7-3. Risk of Upset at S.L. 421 Wells.** Processing at the EOF rather than at the pier well would reduce the risk of oil processing related spills at the pier and potential releases of BLEVEs, both of which would impact marine and nearshore environments and potential new populations in the surrounding area. The volume of such an oil emulsion spill may also be reduced if oil processing is limited to the EOF since a produced water separation tank at the pier would not be necessary. The resulting risk associated with pumping oil emulsion to the EOF could be reduced by the implementation of a pipeline safety, maintenance, operation, and inspection program. A QRA will be required by the City as stated in SE 8.6 to assess potential releases from pumping oil emulsion to the EOF, if recommissioning of oil production at S.L. 421 is permitted.

**Impact 3.7-4. Risk of Upset at Ellwood Marine Terminal.** The EMT is located on 17 acres of property immediately east of the City-owned Sperling Preserve/Santa Barbara Shores. Located outside but adjacent to the City limits, the EMT is located on UCSB-leased land. The onshore storage facilities are located south of the planned Ocean Meadows residential project and about 0.5 mile from UCSB residential development at its North and West Campus areas. A 10-inch diameter, then 6-inch, diameter oil pipeline connects the EMT to the EOF; this pipeline is 3.7 miles, nearly all of which is within the City's jurisdiction. A second oil pipeline consists of a 12-inch, then 10-inch, diameter pipeline from the onshore transfer pumps at the EMT to the offshore loading connection. A QRA will be required by the City as stated in SE 8.6 to assess potential releases from the EMT and the associated risks to neighboring populations.

**Impact 3.7-5. Airport.** The Runway Safety Areas (RSAs) at each end of Runway 7-25 (east-west) do not meet the current FAA design standard of 1000 feet long. Currently, the safety areas are 215 feet long on the east end terminating at San Pedro Creek and Fairview Avenue, and 320 feet long on the west end terminating at Tecolotito Creek (SBA website 2006). This adds to the inherent risk associated with takeoff and landing routes. To alleviate such hazards, the City of Santa Barbara is currently in the process of shifting Runway 7-25 800 feet to the west. Construction will be completed in 2007. When complete, the new RSAs will meet the FAA design standards of 500 feet wide and 1000 feet long at both ends of this runway.

In the City, existing land uses within any of the Airport's Clear Zones are limited to the business park at 6300 Hollister and portions of the existing Cabrillo Business Park, and a mix of industrial development along Kellogg west of SR-217. There are two existing residential areas within the One-Mile Zone. A portion of an existing residential area zoned for single-family use north of US-101 and east of La Patera Lane falls within the northern one-mile marker of the Approach Zone for Runway 15-33. The area inside of the one-mile marker of the Approach Zone off the east end of Runway 7-25 includes a portion of the existing Rancho Goleta mobile home park. Other existing land uses within the one-mile markers of the Approach Zones of Runways 7-25 and 15-33 include general industrial, office and institutional, and business park developments.

Under the GP/CLUP, approximately 20 acres of currently undeveloped land within the airport's Clear Zone off the east end of Runway 7-25 would be designated for future Service Industrial development with approximately 26 acres of undeveloped land within the Clear Zone off the west end of Runway 7-25 proposed for Service Industrial. Within the one-mile marker inside of the Approach Zone off the west end of Runway 7-25, the GP/CLUP proposes a mix of future office/institutional (3.09 acres), community commercial (3.82 acres), and business park (16.82 acres) development. In addition, a two-acre portion of the business park at 6300 Hollister that lies within the one-mile marker of the northerly Approach Zone of Runway 15-33 is designated as a future hotel site with a Hotel Overlay on the property. Assuming no other development

constraints exist on these properties, buildout under the Plan based on the maximum allowable floor area ratios (FARs) for various land use classifications noted in the Land Use Element could result in the following:

- approximately 28 acres of service industrial development within Airport Clear Zones;
- approximately 12 acres of office/institutional development within Airport one-mile markers;
- approximately 7 acres of business park development within Airport one-mile markers;
- approximately 1.5 acres of community commercial development within Airport one-mile markers; and
- a possible hotel at 6300 Hollister.

Under the ALUP, only storage type land uses generating a population of less than 25 people/acre are considered compatible uses if approved by the ALUC. Within the one-mile marker, commercial and business park land uses may be acceptable if population densities are below 25 people/acre and such projects are approved by the ALUC.

Impact 3.7-6 Wildland Fires. The undeveloped hills and canyons that border the City to the north can feature rough terrain, vegetation, and high velocity winds. This combination of existing natural conditions creates a challenge to firefighting crews and puts homes and property at risk.

Impact 3.7-7. Surface Water. Fuels, solvents, paint, and other similar substances used during grading and construction could adversely impact local surface water quality if they were spilled directly into the runoff drainage system.

Impact 3.7-8. Exposure of Population to Listed/Contaminated Sites. None of the sites identified by EDR within the City are currently listed on the NPL, although a single site (Gibraltar Mining, 6144 Calle Real) is currently being reviewed/assessed for possible inclusion on the NPL. The significance of NPL sites is that the level of contamination and the toxicity of the chemicals of concern found in soil and groundwater at such sites may pose a risk to human health and the environment within one mile or more from the NPL site. Impacts to human health and the environment from exposure routes, such as vapor migration from contaminated soil and/or groundwater to the surface or into overlying buildings, and ingestion of contaminated groundwater if used without well head treatment or municipal treatment, may occur. Short-and long-term mitigations (e.g., remediation and engineered controls) would be or have been developed under the direction of EPA, DTSC, and local oversight agencies (i.e., SBCFPD) to reduce public safety hazards. Exposure to contaminated soil or groundwater associated with a NPL or listed hazardous waste site could present long-term health hazards to residents directly exposed on a daily basis, and to the public from recreational activities, if assessment and remediation activities were not conducted in the area to be used for development.

Impacts due to releases of hazardous materials from LUSTs sites (approximately 100 sites were identified in the EDR report) are usually limited to the specific site with the LUSTs, or in some cases, to the adjoining properties within 0.5 mile of the documented release. Exposure to impacted soil or groundwater associated with a LUST site could present long-term health hazards to residents directly exposed on a daily basis, and to the public from recreational activities, if assessment and remediation activities were not conducted in the area to be used for development.

Impact 3.7-9. Contaminated Soil. Although some sites impacted from past oil development have been assessed and remediated, there are additional areas that have not been assessed



or, in some potential cases, even identified. Exposure to contaminated soil left in place could present long-term health hazards to residents directly exposed on a daily basis, and to the public from recreational activities, if assessment and remediation activities were not conducted in the area to be used for development. Left unmitigated, contaminated soils present a significant hazard to the public.

Impact 4.7-1 Wildland Fires. See discussion above for Impact 3.7-6.

Impact 4.7-2. Risk of Upset at Ellwood Marine Terminal. See discussion above for Impact 3.7-4.

Impact 4.7-3. Listed Contaminated Sites. See discussion above for Impact 3.7-8.

Impact 4.7-4. Surface Water. See discussion above for Impact 3.7-7.

### ***GP/CLUP Policies That Reduce Impacts***

Policy That Would Reduce Impact 3.7-3. The following policy should ensure that impacts associated with oil production at the idled S.L. 421 production well are identified and reduced to the extent feasible:

- Policy LU 10: Energy-Related On- and Off-Shore Uses
  - LU 10-3a: Oil and Gas Transport and Storage Facilities
  - LU 10-4a and b: State Lands Commission Lease 421

If resumption of production is considered for approval, the City contends in Part b. of Policy LU 10 that on-pier processing of the oil at the site within the tidal zone should not be approved unless it is demonstrated that there is no feasible and less environmentally damaging alternative to processing on the pier. The development of new processing facilities over the sea would result in an increased and unacceptable level of risk of environmental damage. Implementation of Policy LU 10 ensures that alternatives to on-pier processing of the oil would be evaluated.

- Policy SE 8: Oil and Gas Industry Hazards
  - SE 8.3: Annual Safety Audits Required
  - SE 8.6: Quantitative Risk Assessment
  - SE 8.9: Safety Requirements for New Petroleum Pipelines
  - SE 8.10: Safety, Inspection, and Maintenance of Oil and Gas Pipelines
  - SE 8.14: Pipeline Burial Depths
  - SE 8.15: Pipeline Marking and Warning

Implementation of elements of Policy SE 8, including the subpolicies above, would minimize the risk of hazards associated with the operation of S.L. 421 oil production well and associated oil emulsion transportation equipment and facilities. Proper implementation of these policies would ensure that any new onshore oil pipelines associated with S.L. 421 would be adequately designed, installed, marked, operated, and inspected so as to reduce the risk of hazards associated with the operation and transfer of oil to a less-than-significant level.

Policy That Would Reduce Impact 3.7-4. The Safety Element includes policies that would ensure that impacts associated with oil storage and transfer operations are identified and mitigated to the extent feasible.

- Policy SE 8: Oil and Gas Industry Hazards
  - SE 8.3: Annual Safety Audits Required
  - SE 8.5: Inventory of Oil and Gas Pipelines
  - SE 8.9: Safety Requirements for New Petroleum Pipelines
  - SE 8.10: Safety, Inspection, and Maintenance of Oil and Gas Pipelines
  - SE 8.14: Pipeline Burial Depths

Implementation of Policy SE 8 would minimize the risk of hazards related to risk of upset at the Ellwood Marine Terminal by reducing the probability of an oil leak and ensuring that a leak if one were to occur would be promptly identified and effectively addressed. In particular, Annual Safety Audits would examine the integrity of storage tanks, secondary containment, pipelines, and related equipment, as well as insure safety and emergency response procedures are up-to-date and effective. Aspects related to ample pipeline inventories, marking/warning, and burial depths would help avoid pipeline exposure and third party damage to oil pipelines.

In addition, a detailed characterization of the hazards associated with an oil release will be developed as part of the QRA for the facility as required by SE 8.6 in the event of any alternations to the EMT. Proper implementation of these policies would ensure that any risk of upset associated with the operation of the EMT is reduced to a less than significant level.

Policy That Would Reduce Impact 3.7-5. Land use and building restrictions contained within the following policy would be imposed on all future development within the various Airport safety zones to minimize the risks to people and property in the event of an airplane crash during takeoff or landing:

- Policy SE 9: Airport-Related Hazards
  - SE 9.1: Clear Zone and Airport Approach Zone Regulations
  - SE 9.2: Height Restrictions
  - SE 9.3: Limitations on Development and Uses
  - SE 9.4: Maintenance of an Airport Safety Corridor for Runway 7
  - SE 9.5: Limitations on Density
  - SE 9.6: Limitations on Residential Development
  - SE 9.7: Real Estate Disclosure
  - SE 9.8: Limitations on Hazardous Facilities

Implementation of this policy, along with compliance with ALUC and FAA standards and requirements, would ensure that the residual impacts associated with future buildout of the Plan within the various safety zones of the Airport would be reduced to less-than-significant levels.

Policies That Would Reduce Impact 3.7-6. The following policies should ensure that fire hazards for future development as a result of Plan implementation are identified and mitigated to the extent feasible:

- Policy SE 1: Safety in General
  - SE 1.1: Maintenance of Maps and Resources on Hazards
  - SE 1.2: Guidelines for Siting Highly Sensitive Uses and Critical Facilities
  - SE 1.3: Site-Specific Hazards Studies
  - SE 1.4: Deed Restriction in Hazardous Areas
  - SE 1.5: Subdivision of New Lots in Hazard Areas
  - SE 1.6: Enforcement of Building Codes
  - SE 1.7: Abatement of Public Safety Hazards
  - SE 1.8: Reduction of Non-Conforming or Substandard Structural Conditions
- Policy SE 7: Urban and Wildland Fire Hazards
  - SE 7.1: Fire Prevention and Response Measures for New Development
  - SE 7.2: Review of New Development
  - SE 7.3: Identification of Fire Hazard Areas
  - SE 7.4: Fuel Modification Plans
  - SE 7.5: Automatic Fire Sprinkler Systems
  - SE 7.6: Standards for Rebuilding in High Fire Hazard Areas

Implementation of the policies above would expect to reduce impacts to less-than-significant levels.

Policies That Would Reduce Impact 3.7-7. Implementation of SWPPPs and SPCC Plans as discussed in the GP/CLUP would greatly reduce the impact to the environment of any spills. These plans would help minimize the potential for spills of hazardous materials in drainages and creeks. In addition, implementation of the following policies identified in the Conservation Element of the GP/CLUP would ensure that construction impacts on surface water quality resulting from Plan implementation would be less than significant.

- Policy CE 1: Environmentally Sensitive Habitat Area Designations and Policy
  - CE 1.1: Definition of Environmentally Sensitive Habitat Areas
  - CE 1.2: Designation of Environmentally Sensitive Habitat Areas
  - CE 1.3: Site-Specific Studies and Unmapped ESHAs
  - CE 1.4: Illegal Destruction of ESHAs
  - CE 1.5: Corrections to Map of ESHAs
  - 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
- Policy CE 2: Protection of Creeks and Riparian Areas

- CE 2.1: Designation of Protected Creeks
- CE 2.2: Streamside Protection Areas
- CE 2.3: Allowable Uses and Activities in Streamside Protection Areas
- CE 2.4: Dedication of Easements or Other Property Interests
- CE 2.5: Maintenance of Creeks as Natural Drainage Systems
- CE 2.6: Restoration of Degraded Creeks
- Policy CE 3: Protection of Wetlands
  - CE 3.1: Definition of Wetlands
  - CE 3.2: Designation of Wetland ESHAs
  - CE 3.3: Site-Specific Wetland Delineations
  - CE 3.4: Protection of Wetlands
  - CE 3.5: Wetland Buffer Areas
  - CE 3.6: Mitigation of Wetland Fill
  - CE 3.7: Lagoon Protection
  - CE 3.8: Vernal Pool Protection
- Policy CE 10: Watershed Management and Water Quality
  - CE 10.1: New Development and Water Quality
  - CE 10.2: Siting and Design of New Development
  - CE 10.3: Incorporation of Best Management Practices for Stormwater Management
  - CE 10.4: New Facilities
  - CE 10.5: Beachfront and Blufftop Development
  - CE 10.6: Stormwater Management Requirements
  - CE 10.7: Drainage and Stormwater Management Plans
  - CE 10.8: Maintenance of Stormwater Management Facilities
  - CE 10.9: Landscaping to Control Erosion

Policy That Would Reduce Impact 3.7-8. The following policy would help ensure that the community is protected from exposure to residual contamination:

- Policy SE 10: Hazardous Materials and Facilities
  - SE 10.1: Identification of Hazardous Materials Facilities
  - SE 10.3: Hazard Assessment Required for Hazardous Materials Facilities
  - SE 10.4: Prohibition on New Facilities Posing Unacceptable Risks
  - SE 10.5: Restriction on Residential Development near Hazardous Facilities
  - SE 10.6: Responsibility for Cleanup by Responsible Party
  - SE 10.7: Identification, Transport, and Disposition of Potentially Contaminated Soil

Cleanup of contaminated sites prior to proposed future development (recreational, residential, commercial or industrial) pursuant to Policy SE 10 would reduce potentially significant exposure of the public to hazardous waste associated with listed/contaminated sites to less-than-significant levels.

Policy That Would Reduce Impact 3.7-9. The following policy would help ensure that the community is protected from exposure to contaminated soils:

- Policy SE 10: Hazardous Materials and Facilities
  - SE 10.1: Identification of Hazardous Materials Facilities
  - SE 10.2 Compliance with Law
  - SE 10.5: Restriction on Residential Development near Hazardous Facilities
  - SE 10.6 Responsibility for Cleanup by Responsible Party
  - SE 10.7 Identification, Transport, and Disposition of Potentially Contaminated Soil (formerly MM 3.7-1)

Furthermore, these policy subsections would ensure that uses and development incompatible with exposure to hazardous materials are not allowed on a given site unless and until any required remediation has been completed.

Policies That Would Reduce Impact 4.7-1 Wildland Fires. See policies above for Impact 3.7-6.

Policies That Would Reduce Impact 4.7-2. Risk of Upset at Ellwood Marine Terminal. See policies above for Impact 3.7-4.

Policies That Would Reduce Impact 4.7-3. Listed Contaminated Sites. See policies above for Impact 3.7-8.

Policies That Would Reduce Impact 4.7-4. Surface Water. See policies above for Impact 3.7-7.

### **1.7.3 Mitigation Measure Summary**

No modifications to GP/CLUP policies are required, nor is additional mitigation identified.

### **1.7.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP. These policies would lessen the significant environmental effect to below a level of significance.

## 1.8 POPULATION AND HOUSING

### 1.8.1 Significant Impacts

Four Population and Housing Class II impacts have been identified related to: the Physical Alteration of Vacant and Previously Developed Land within the City; increased population; additional residential units; and additional jobs. These impacts can be reduced to a less-than-significant level through policies in the GP/CLUP. No modifications to GP/CLUP policies are required, nor is additional mitigation identified. The impacts are:

**Impact 3.8-1. The Result of the Increased Population Would Be the Need for Additional Housing and Jobs, Which Would Result in the Physical Alteration of Vacant and Previously Developed Land within the City.** Although population growth would not in itself create physical effects to the environment, it could result in secondary or indirect impacts. The result of the increased population would be the need for additional housing and jobs, which would lead to the physical impact of residential and commercial development.

**Impact 3.8-2. Population Growth Associated with Implementation of the GP/CLUP Is Anticipated to Result in an Increase in the Population by 24 Percent at Full or Ultimate Buildout.** Population growth associated with implementation of the GP/CLUP is anticipated to result in an additional 7,421 people, resulting in a population of about 38,100 by the end of the timeframe of the GP/CLUP. The indirect impacts of the population increase could be considered potentially significant.

**Impact 3.8-3. Ultimate Buildout of the City in Accordance with the GP/CLUP Could Result in the Addition of 3,880 Residential Units to the City's Housing Stock.** Population growth that could be accommodated under the Land Use Element would increase the demand for housing in the City. Based on the proposed Land Use Plan, an estimated 3,880 housing units could be constructed under full Plan buildout, and would be a significant impact.

**Impact 3.8-4. Ultimate Buildout of the City in Accordance with the GP/CLUP Would Result in the Addition of Approximately 3,400 to 3,900 Jobs.** Implementation of the GP/CLUP would result in an estimated 3,400 to 3,900 additional employment opportunities, for a total of up to 26,900 jobs citywide at full Plan buildout, and would be a significant impact.

These impacts also apply to the future City service areas.

### 1.8.2 Facts Supporting the Impact Findings

#### **Overview**

According to the California Department of Finance, the City of Goleta's population in January 2005 was 30,679, which was 7.3 percent of Santa Barbara County's population (California Department of Finance, 2005). The 2000 median age within the City was 37.2 years, compared to the County median of 33.4 years, and the State median of 33 years of age. In 2000, approximately three-quarters of the City's population were considered white with no other race identified in their heritage. The estimated 2000 average household size for the City was 2.99, and the average family size was 3.55. The 1999 median annual household income within the current City limits was \$54,000, compared to the County median of \$46,677 and State median of \$47,493. The largest sector of employment in Goleta Valley was the public sector (refer to Chart 3.8-1), which includes County and City employees and educational workers in all public institutions. As of January 2005, there were an estimated 11,486 housing units in the City,

which represented 7.7 percent of the County's housing units at that time (California Department of Finance 2005).

The jobs-housing balance concept is a comparison of the number of jobs provided at workplaces located in an area to the number of workers who reside in that same area. The jobs to employed residents ratio is a more refined measure than the jobs to housing ratio since it takes into account variations in labor force participation. This is especially important in settings, such as Goleta, where there are larger than average proportions of households that may have atypical labor force participation, such as households composed of elderly persons and students. Data indicate that the cities of Santa Barbara and Santa Maria have excess jobs relative to the number of employed residents and are therefore net importers of labor or workforce from outside their boundaries. The Goleta CDP and the cities of Carpinteria and Lompoc, on the other hand, have more employed residents than jobs, or a net out-commute.

California law requires each city and county, when preparing its State-mandated Housing Element, to include local housing programs to provide sufficient sites to accommodate its allocated share of housing needs for all income groups. As a result of SBCAG's Regional Housing Need Allocation (RHNA), the City of Goleta was allocated a total of 2,388 units for the 2001 to 2009 planning period. The City must demonstrate that adequate sites will be made available to address its share of the regional housing need for the same planning period. It should be noted that the planning period of the Housing Element's Action Program is from 2001 to 2009, which is shorter than the planning period of the Goleta GP/CLUP as a whole. The Housing Element is required to be updated by 2009 to respond to new regional housing needs allocated for the next Housing Element planning period.

### ***Discussion***

Impact 3.8-1. The Result of the Increased Population Would Be the Need for Additional Housing and Jobs, Which Would Result in the Physical Alteration of Vacant and Previously Developed Land within the City. Environmental issues associated with increased development include land use compatibility, noise, air quality, traffic, biology, water resources, cultural resources, hazardous materials, geology/soils, aesthetics, public services, cultural/archaeological, and public utilities. Indirect environmental impacts and mitigation measures associated with construction of housing and commercial development within the City are addressed under those topics.

Impact 3.8-2. Population Growth Associated with Implementation of the GP/CLUP Is Anticipated to Result in an Increase in the Population by 24 Percent at Full or Ultimate Buildout. Projected population growth under the GP/CLUP represents an increase of 24 percent over the current 2005 population of 30,679. The estimated population increase of 24 percent over the next 24 years is not considered in and of itself to be a significant impact; however, the indirect impacts of the population increase could be considered potentially significant. Sections 3.1 through 3.13 of the EIR programmatically address the indirect impacts and mitigation measures associated with population increase.

Impact 3.8-3. Ultimate Buildout of the City in Accordance with the GP/CLUP Could Result in the Addition of 3,880 Residential Units to the City's Housing Stock. The GP/CLUP Housing Element includes targets for the City's fair share allocation to provide adequate housing and address regional growth. Under guidelines set forth by SBCAG, an additional 2,388 dwelling units would be required by June 30, 2009 to meet regional goals. Table 10A-20 of the Housing Element Technical Appendix identifies 3,681 potential residential units that could be built by June 2009 (this number is slightly less than the 3,880 maximum allowable units identified in the

Land Use Plan). Additional residential development at redevelopment sites and in mixed-use projects could accommodate a small number of additional units in the long term, since the Housing Element focuses on sites reasonably expected to be available for development within just the near-term. Construction of these units would enable the City to meet the total RHNA allocation of 2,388 units for the period from January 1, 2001 to June 30, 2009, as well as longer-term housing needs.

Impact 3.8-4. Ultimate Buildout of the City in Accordance with the GP/CLUP Would Result in the Addition of Approximately 3,400 to 3,900 Jobs. The additional housing units resulting from full Plan buildout would help maintain an existing balance between jobs and housing, or between jobs and employed residents. The jobs to housing ratio at full buildout could range from 1.49 to 1.74. By achieving a 1.74 jobs-to-housing ratio, the proposed project benefits the overall City jobs-to-housing balance.

The increase in employment opportunities would be gradual over the next 24 years due to the Goleta Growth Management Ordinance, which regulates the rate of nonresidential development in order to ensure an appropriate balance between the rate of development of commercial-industrial space and the rate of housing growth in the City. It should be noted however that any increase in jobs resulting from the development of additional commercial/industrial space not coordinated with the construction of new residential development within the City could result in an exacerbation of the current job to housing balance and could result in an increase in the net out-commute, thereby potentially increasing the existing traffic volumes between Goleta and Santa Barbara on US-101.

#### ***GP/CLUP Policies That Reduce Impacts***

Policies That Would Reduce Impact 3.8-1. GP/CLUP policies that would reduce indirect environmental impacts associated with construction of housing and commercial development within the City are addressed under other topics, including land use compatibility, noise, air quality, traffic, biology, water resources, cultural resources, hazardous materials, geology/soils, aesthetics, public services, cultural/archaeological, and public services and utilities.

Policies That Would Reduce Impact 3.8-2. The GP/CLUP includes the following policy and implementation action that would help control the rate of growth and its associated indirect impacts.

- Policy LU 11: Nonresidential Growth Management

Implementation of this policy is anticipated to reduce population growth and housing impacts to a less-than-significant level. No additional mitigation is required.

Existing Policies That Would Reduce Impact 3.8-3. The Housing Element includes quantified housing objectives programs, which identify specific numerical targets for units and anticipated dates by which the RHNA targets are proposed to be accomplished. The programs are intended to be implemented in a timely manner and monitored for effectiveness in achieving the housing goals. The City's Housing Element includes the following policies related to the provisions of providing adequate housing stock and meeting the RHNA targets:

- Policy HE 1: Equal Housing Opportunities
- Policy HE 2: Effective Implementation and Housing Partnerships
- Policy HE 4: Variety of Housing Choices and Affordable Housing Opportunities



- Policy HE 5: Special Needs Housing and Support Programs
- Policy HE 6: Adequate Sites to Meet Goleta's RHNA
- Policy HE 8: Preservation of Existing Housing and Neighborhoods
- Policy HE 9: Excellence in New Housing Design
- Policy HE 10: Production of New Affordable Housing
- Policy HE 11: Inclusion of Very Low-, Low-, and Moderate-Income Housing in New Development
- Policy HE 12: Funding for Affordable Housing

Several factors may constrain the City's ability to address housing needs, such as physical and environmental considerations, governmental regulations, and market factors. Housing goals may at times need to be balanced with the need to achieve other important City goals, such as the desire to provide open space and recreational facilities, protect historic and environmental resources, and maintain adequate service levels. The Housing Element includes a constraints analysis to analyze potential and actual governmental and nongovernmental limitations to the production, maintenance, and improvement of housing for all persons of all income levels, including persons with disabilities. In addition, the Housing Element includes implementation programs that would address potential constraints to future housing construction.

Implementation of these Housing Element policies and implementation programs is anticipated to reduce potential impacts related to providing an adequate and serviceable housing stock to a less-than-significant level. No additional mitigation is required. Additional goals within the Housing Element are included to address other objectives, such as affordability, equal housing, preferences for affordable housing, the needs of the disabled, and the use of energy-conserving materials in housing construction.

The indirect impacts associated with the projected housing increase are discussed in those respective chapters of the FEIR. The indirect impacts associated with increased residential development within the City include land use compatibility, noise, air quality, traffic, biology, water resources, cultural resources, hazardous materials, geology/soils, aesthetics, public services, and public utilities.

Policies That Would Reduce Impact 3.8-4. The Land Use Element includes Policy LU 11: Nonresidential Growth Management. The objective of the policy is to manage the amount and timing of nonresidential development within the City based upon actual residential construction so as to maintain an appropriate balance between jobs and housing in the City.

In addition, the GP/CLUP includes the following policies for locating job and housing growth near activity centers and transportation corridors, and organizes the growth in mixed-use clusters:

- Policy HE 3: Linkage of Housing and Jobs (GP)
- Policy HE 7: Opportunities for Mixed-Use Housing (GP)
- Policy LU 1: Land Use Plan Map and General Policies
- Policy LU 2: Residential Land Uses
- Policy LU 3: Commercial Land Uses

- Policy LU 4: Office and Industrial Uses
- Policy LU 8: Central Hollister Residential Development Area
- Policy LU 11: Nonresidential Growth Management
- Policy TE 1: Integrated Multi-Modal Transportation System
- Policy TE 2: Transportation Demand Management
- Policy TE 13: Mitigating Traffic Impacts of Development
- Policy TE 15: Regional Transportation

Implementation of the above policies would reduce impacts from anticipated population growth to a less-than-significant level.

### **1.8.3 Mitigation Measure Summary**

No modifications to GP/CLUP policies are required, nor is additional mitigation identified.

### **1.8.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP. These policies would lessen the significant environmental effect to below a level of significance.

## 1.9 WATER RESOURCES

### 1.9.1 Significant Impacts

Seven Water Resources Class II impacts have been identified related to: degradation of water quality from construction-related contaminants; adequacy of water supplies to serve new development; changes in groundwater supply resulting from new development; alterations in existing drainage patterns and downstream flooding and erosion; construction of structures or housing in a 100-year flood hazard area; risk to new development from inundation by a tsunami, mudslide, or seiche; and increases in point source and nonpoint source pollution from new development. These impacts can be reduced to a less-than-significant level through policies in the GP/CLUP. No modifications to GP/CLUP policies are required, nor is additional mitigation identified. The impacts are:

**Impact 3.9-1. Degradation of Water Quality from Construction-Related Contaminants.**

Construction-related earth disturbing activities would occur during future development and infrastructure projects associated with buildout of the GP/CLUP. These activities could have potentially significant impacts to local water ways.

**Impact 3.9-2. Adequacy of Water Supplies to Serve New Development.** New commercial, residential, and industrial developments could be constructed as a result of the City's GP/CLUP. Additional development in the City would have a significant impact if it would result in overall demand for water in excess of water supplies available in normal, critical dry, and multiple dry years with water from all existing entitlements and sources, or if such development would require new or expanded water entitlements or resources.

**Impact 3.9-3. Changes in Groundwater Supply Resulting from New Development.**

Buildout of the GP/CLUP could incrementally increase the amount of impervious surfaces and decrease the amount of rainfall that is able to recharge the groundwater basin. This is a potentially significant impact.

**Impact 3.9-4. Alterations in Existing Drainage Patterns and Downstream Flooding and Erosion.** New development, infrastructure, and public facilities resulting from buildout of the GP/CLUP have the potential to alter existing drainage patterns, potentially causing flooding or erosion impacts downstream. This impact is considered potentially significant

**Impact 3.9-5. Construction of Structures or Housing in a 100-Year Flood Hazard Area.**

The GP/CLUP area consists of approximately 640 acres located within a FEMA-designated 100-year floodplain. New development or redevelopment within these areas could expose people or structures to risks from flooding. This impact is considered potentially significant.

**Impact 3.9-6. Risk to New Development from Inundation by a Tsunami, Mudslide, or Seiche.** Portions of the City are situated in tsunami run-up areas, or located adjacent to steep slopes that could be subject to mudslide. New development or redevelopment within existing areas subject to such hazards could expose people or structures to risks. This impact is considered potentially significant.

**Impact 3.9-7. Increases in Point Source and Nonpoint Source Pollution from New Development.** New development associated with the GP/CLUP would increase the amount of wastewater generated, with corresponding increases in the volume of treated wastewater that is

discharged. Point source and non-point source pollution from this new development could adversely affect water quality. This impact is considered potentially significant.

These impacts also apply to the future City service areas.

## 1.9.2 Facts Supporting the Impact Findings

### **Overview**

The City of Goleta is situated on a coastal terrace bordered on the south by the Pacific Ocean and on the north by the Santa Ynez Mountains. Within Goleta, 12 creeks drain from the foothills south to the Pacific Ocean. Most of the creeks exhibit intermittent, seasonal flows, and creek conditions vary greatly. The Goleta Groundwater Basin (GGWB; or Basin) underlies the City of Goleta. The Basin is divided into three subbasins: the North Subbasin, the Central Subbasin, and the West Subbasin. The majority of useable groundwater in storage in the GGWB is present within the Central Subbasin.

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) categorize and rank areas that are susceptible to flooding. Some portions of the City are within the 500-year floodplain, and 640 acres within the City are identified as within the FEMA-designated 100-year floodplain. A seismic event on any moderate offshore fault could result in a tsunami, which would affect the project area.

Stormwater runoff may carry pollutants from *nonpoint* sources such as city streets, parking lots, lawns, gardens, and industrial areas to surface waters. Discharges within the City's creek system are regulated under the National Pollutant Discharge Elimination System (NPDES) permit program.

The Goleta Water District (GWD) supplies water to the City, University of California, Santa Barbara Airport, and water users in the unincorporated County of Santa Barbara. GWD relies on four sources of water to meet its existing and future demands: (1) surface water via the Cachuma Project; (2) surface water from the State Water Project (SWP); (3) groundwater from the Goleta Groundwater Basin; and (4) recycled water. Water demand in the GWD's service area is primarily dependent on the number of water users (i.e., population) and the types of water uses.

### **Discussion**

#### Impact 3.9-1. Degradation of Water Quality from Construction-Related Contaminants.

Construction-related earth disturbing activities could cause soil erosion and sedimentation to local waterways. Construction and grading would also require heavy equipment with potential to leak hazardous materials that may include oil and gasoline. In addition, improper use of fuels, oils, and other construction-related hazardous materials, such as pipe sealant, may also pose a threat to surface or groundwater quality.

Impact 3.9-2. Adequacy of Water Supplies to Serve New Development. A comparison of GWD's available water supplies and its water demands during normal, critical dry, and multiple dry years (based on the Urban Water Management Plan of 2005) indicates that sufficient water supplies would be available during all water year types to meet GWD's projected demands. During a normal year, surplus water supplies would be available for groundwater recharge or banking. The multiple dry year reliability assessment assumes that banked groundwater will be used during the 6-year dry period to meet demands and prevent shortages. The GWD currently has banked greater than 35,000 AF, which is sufficient to supply the projected groundwater

demands under these various climatic scenarios. However, sufficient water supplies would only be available if GWD's actual future demands are not greater than the projected demands, actual future water supplies are not less than GWD's projected supplies, and banked groundwater supplies are sufficient to allow for pumping at the projected levels during critical dry and multiple dry years.

If the estimated average water demands for a normal water year underestimate the actual demands, then the City and GWD could have inadequate water supplies for the new development. Another factor that could result in inadequate water supplies is the reliability of SWP deliveries. Excerpts from the working draft of the SWP Delivery Reliability Report indicate that deliveries could be as low as 4 percent in a single dry year. Because the Final Reliability Report has not been published, GWD's projected supply values use previously published data of 20 percent for a single dry year. If the Final Reliability Report indicates that SWP deliveries in a critical dry year are 4 percent of allocated deliveries, this could cause inadequate water supplies. Therefore, this impact is considered potentially significant.

The adoption of the GP/CLUP represents a discretionary action subject to CEQA and Water Code Section 10910(b); therefore, the City has requested that GWD prepare a Water Supply Assessment (WSA) for the project (refer to Appendix B, Water Supply Assessment). The adequacy of GWD's water service to meet the demands of the proposed GP/CLUP, as well as all other projected future demands was evaluated for a normal year, a critically dry year, and a series of dry years. The available water supply during each of these scenarios is compared to the anticipated demand, including those associated with the proposed GP/CLUP, to identify potential shortages in deliveries. The major conclusions of the study are summarized in the list below.

- In a normal year over the period 2005-2030, GWD estimates that it would have sufficient supplies to meet all currently identified water demands, including those associated with the proposed maximum buildout under the GP/CLUP.
- Water supplies in a critically dry year would meet normal year demands until the year 2020. In that year, and years after, GWD would implement demand reduction measures to reduce demands to meet the available supplies in a critically dry year. The maximum demand reduction would be 9 percent in one year to meet a water supply shortage. If GWD increases its groundwater pumping capacity by the year 2020, the predicted shortages may be avoided by producing groundwater at more than the soon-to-be maximum rate of 5,600 AFY, utilizing GWD's annual legal entitlement and banked groundwater. Hence, GWD estimates that it would have sufficient supplies to meet all currently identified water demands, including those associated with the proposed maximum buildout under the GP/CLUP, with the possibility of only a minor, short-term demand reduction in one year.
- For the multiple dry year analysis, GWD assumed six-year dry periods that would end in 2010, 2015, 2020, 2025, or 2030 and estimated that it would have sufficient supplies to meet the annual demands in a 6-year dry period that occurs during the years 2005-2030. Under a multiple-dry year scenario, GWD estimates that it would have sufficient supplies to meet all currently identified water demands, including those associated with maximum buildout under the GP/CLUP.

**Impact 3.9-3. Changes in Groundwater Supply Resulting from New Development.** New commercial, residential, and industrial developments could be constructed as a result of the GP/CLUP. To meet the water demands of these new developments, particularly during a critical dry year or multiple dry years, GWD may need to increase groundwater pumping. However, the increased groundwater pumping would be limited to GWD's allocation (2,350 AFY) of the

adjudicated groundwater basin's supply, plus banked groundwater up to GWD's 5,600 AFY pumping capacity. Under no circumstances would GWD pumping exceed the District's allocation and banked groundwater amount. Therefore, new development would not be expected to decrease the groundwater supply such that other groundwater users were affected.

However, new development would also result in increased amounts of impervious surface, reducing the ability for stormwater to percolate and recharge the groundwater basin. The primary recharge zone consists of the existing stream system in the northern part of the City, which would not be affected by buildout of the GP/CLUP. In other areas that may provide lower levels of groundwater recharge, the GP/CLUP does not call for a substantial increase in development density that would affect groundwater recharge.

Impact 3.9-4. Alterations in Existing Drainage Patterns and Downstream Flooding and Erosion. While development is unlikely to be approved in locations that would directly impede or redirect flows (e.g., within active floodways), new development would result in new impervious surfaces, reducing the amount of precipitation that would infiltrate, and increasing the volume of stormwater runoff. This could result in an increase in drainage flows and cause peak flows to occur earlier, potentially causing flooding or erosion impacts downstream.

Impact 3.9-5. Construction of Structures or Housing in a 100-Year Flood Hazard Area. While much of the GP/CLUP area within a FEMA-designated 100-year floodplain is located within open space or other areas that are at low risk of flood damage, the 100-year floodplain includes areas of existing or potential future residential, commercial, office, and industrial land uses. Proposed buildout associated with the GP/CLUP within the boundary of the 100-year floodplain is located along creeks and the slough areas including vacant sites 37, 38, 40, 46 through 48, 75, 78, 91, 94, 95, and 118. New development or redevelopment within these areas could expose people or structures to risks from flooding.

Impact 3.9-6. Risk to New Development from Inundation by a Tsunami, Mudslide, or Seiche. The City does not contain any large water bodies that could be subject to a seiche. However, portions of the City are situated in tsunami run-up areas. While the GP/CLUP would not result in an increase in the areas subject to tsunami hazard, new development or redevelopment within existing areas subject to such hazards could expose people or structures to risks from flooding caused by a tsunami. In addition, portions of the City are located adjacent to steep slopes that could be subject to mudslide. A mudslide could cause significant damage to structures and also cause injury or death to people living in those structures.

Impact 3.9-7. Increases in Point Source and Nonpoint Source Pollution from New Development. Collection of contaminants from cars on roadways and parking lots, such as hydrocarbons, metals, and volatile and semi-volatile organics, can wash into local waterways during storm events. In addition, other urban activities such as lawn and landscape maintenance and industrial activities can be a source of nonpoint source contaminants such as pesticides, nutrients, and trash. New development would increase the amount of wastewater generated, with corresponding increases in the volume of treated wastewater that is discharged. Improper transport or storage of hazardous materials at facilities developed under the auspices of the GP/CLUP could result in release of hazardous materials to surface or ground water. Other new commercial or industrial uses could result in point-source discharges associated with production processes that could adversely affect water quality.

***GP/CLUP Policies That Reduce Impacts***

Policies That Would Reduce Impact 3.9-1. Adherence to the requirements of the NPDES General Construction Permit and the provisions for new construction under the City's Municipal Stormwater NPDES permit would reduce these impacts. In addition, implementation of the following GP/CLUP policies would reduce impacts to a less-than-significant level.

- Policy CE 2: Protection of Creeks and Riparian Areas
- Policy CE 3: Protection of Wetlands
- Policy CE 6: Protection of Marine Habitat Areas
- Policy CE 10: Watershed Management and Water Quality

Specifically, Policies CE 2, CE 3, and CE 6 restrict activities within riparian zones, wetlands, and marine habitat areas, respectively, reducing the potential for construction-related water quality degradation in these areas. Policy CE 10 most directly addresses new development, requiring that it does not result in the degradation of water quality. The policy includes requirements related to development siting, design, incorporation of BMPs into project design, implementation of stormwater management requirements, drainage and stormwater management plans, and other measures to effectively protect water quality. The measures contained in these policies are sufficient to ensure that impacts on water quality are less than significant.

Policies That Would Reduce Impact 3.9-2. Implementation of the following GP/CLUP policies would reduce impacts associated with the adequacy of water supplies to a less-than-significant level.

- Policy LU 1: Land Use Plan Map and General Policies
- Policy LU 12: Land Use in Goleta's Environs
- Policy CE 15: Water Conservation and Materials Recycling
- Policy PF 4: Water and Sewer Facilities
- Policy PF 9: Coordination of Facilities with Future Development

Policy LU 1 contains a requirement that water infrastructure capacity is sufficient to serve new development or would be available by the time new development is constructed. Policy LU 12 stipulates that no additional rural lands would be annexed to the Goleta Water District and opposes the creation of new private service systems for water in rural areas north and west of Goleta, with the effect of constraining the potential additional water demand on the District. Policy CE 15 contains requirements for water conservation that would reduce the potential water demand in the City. Policy PF 4 addresses coordination with the Goleta Water District, and contains an objective that ensures that adequate water supply and distribution facilities are available to meet the cumulative needs of both existing users and new development in the city as well as outside Goleta's boundaries. Finally, Policy PF 9 requires that adequate capital facilities, such as water supply infrastructure, are provided when they are needed to support new development. The measures contained in these policies are sufficient to ensure that impacts on water supply are less than significant.

Policies That Would Reduce Impact 3.9-3. Several GP/CLUP policies would help protect recharge areas, allow for stormwater infiltration, and limit the amount of new impervious surfaces. Implementation of the following GP/CLUP policies would reduce this impact to a less-than-significant level.

- Policy CE 2: Protection of Creeks and Riparian Areas
- Policy CE 10: Watershed Management and Water Quality
- Policy CE 15: Water Conservation and Materials Recycling
- Policy PF 4: Water and Sewer Facilities

Policy CE 2 would restrict development in streamside areas; because these are some of the primary groundwater recharge areas, this measure allows for continued infiltration of stormwater. Policy CE 10 has an objective to prevent the degradation of the quality of groundwater basins in and adjacent to Goleta, as well as minimizing the amount of new impervious surfaces that could reduce percolation to the aquifer. Policy CE 15 contains an objective that involves conserving scarce water supply resources, and would help limit the use of groundwater. Finally, under Policy PF 4, the City would seek to protect the quantity of groundwater resources. The measures contained in these policies are sufficient to ensure that impacts on groundwater are less than significant.

Policies That Would Reduce Impact 3.9-4. The GP/CLUP policies indicate that construction in such areas would be discouraged unless no other location is available for the facility. In this case, a detailed hydraulic study would need to be performed to determine the impacts associated with the construction. Implementation of the following GP/CLUP policies would reduce this impact to a less-than-significant level.

- Policy LU 1: Land Use Plan Map and General Policies
- Policy CE 2: Protection of Creeks and Riparian Areas
- Policy CE 6: Protection of Marine Habitat Areas
- Policy CE 7: Protection of Beach and Shoreline Habitats
- Policy CE 10: Watershed Management and Water Quality
- Policy PF 8: General Standards for Public Facilities
- Policy SE 1: Safety in General
- Policy SE 6: Flood Hazards
- Policy TE 6: Street Design and Streetscape Character

Specifically, Policy LU 1 requires that the zoning code include performance standards related to drainage and stormwater runoff, and that infrastructure capacities (including stormwater infrastructure) are sufficient to serve the new development or will be available by the time that the development is constructed. Policy CE 2 contains requirements that protect natural drainage systems from development, as well as restoration to maintain or improve flow capacity and minimize channel erosion. Policy CE 6 requires that new beach or ocean bluff areas adjacent to marine and beach habitats are sited and designed to prevent impacts that could significantly degrade the marine ESHAs, such as through measures such as erosion or changes in drainage. Policy CE 7 contains protections for marine habitat areas and beach and shoreline areas that would reduce the potential for drainage impacts. Policy CE 10 addresses new development, requiring implementation of stormwater management requirements and drainage and stormwater management plans. Under Policy PF 8, construction of public buildings will be discouraged in areas that would alter drainage patterns and cause downstream flooding. Policy SE 1 would similarly require mapping and restrictions on development in hazardous areas, including areas of flood hazard. Policy SE 6 contains components to minimize damage to



structures and the danger to life caused by stream flooding, dam failure inundation, and other flooding hazards. Policy TE 6 requires that new transportation facilities be designed in a manner that minimizes impacts on natural drainage patterns. The measures contained in these policies are sufficient to ensure that impacts on drainage are less than significant.

Policies That Would Reduce Impact 3.9-5. Implementation of the following GP/CLUP policies would reduce this impact to a less-than-significant level.

- Policy SE 1: Safety in General
- Policy SE 6: Flood Hazards
- Policy SE 11: Emergency Preparedness
- Policy PF 8: General Standards for Public Facilities

The main objective of Policy SE 1 is to avoid siting of development or land use activities in hazardous areas, and where this is infeasible, require appropriate mitigation to lessen or minimize exposure to hazards, including flooding. Policy SE 6 contains components to minimize damage to structures and the danger to life caused by stream flooding, dam failure inundation, and other flooding hazards. Policy SE 11 contains components for emergency preparedness. The main objective of the components of Policy SE 11 are to attain a high level of emergency preparedness to limit damage and risks to public safety from natural and industrial hazards and to have effective and efficient emergency recovery procedures in place to minimize social, environmental, and economic disruption during the aftermath of an emergency. Policy PF 8 requires that critical structures and facilities (including hospitals, fire stations, police stations, water reservoirs, and communications facilities) be restricted from hydrological hazardous areas. The measures contained in these policies are sufficient to ensure that impacts related to flooding are less than significant.

Policies That Would Reduce Impact 3.9-6. As part of the GP/CLUP, the City, in cooperation with the County and/or State Offices of Emergency Services, encourages development of an emergency notification and evacuation plan in response to a tsunami warning. The City will cooperate with these agencies to develop educational materials informing people of the causes of tsunamis, tsunami characteristics and warning signs (such as locally felt earthquake or unusual recession of near shore waters), and appropriate tsunami response measures. The GP/CLUP policies include a tsunami warning plan and coastal bluff setbacks for structures. Implementation of the following GP/CLUP policies would reduce this impact to a less-than-significant level.

- Policy SE 1: Safety in General
- Policy SE 4: Seismic and Seismically Induced Hazards
- Policy SE 5: Soil and Slope Stability Hazards
- Policy SE 11: Emergency Preparedness
- Policy PF 8: General Standards for Public Facilities

The main objective of Policy SE 1 is to avoid siting of development or land use activities in hazardous areas, and where this is infeasible, require appropriate mitigation to lessen or minimize exposure to hazards. Policy SE 4 contains components to minimize the potential for loss of life and property and economic and social disruption resulting from seismic events and seismically induced hazards. Policy SE 5 contains components to promote safely sized, sited,

and designed development in erosion-prone hazard areas. To reduce the potential loss of both public and private property in areas subject to steep slopes and erosion hazards. The main objective of the components of Policy 11 are to attain a high level of emergency preparedness to limit damage and risks to public safety from natural and industrial hazards and to have effective and efficient emergency recovery procedures in place to minimize social, environmental, and economic disruption during the aftermath of an emergency. Policy PF 8 contains components to ensure compatible and aesthetically appropriate integration of public buildings and facilities into the city's built and natural environments at appropriate locations. The measures contained in these policies are sufficient to ensure that impacts related to tsunami, mudslide or seiche are less than significant.

Policies That Would Reduce Impact 3.9-7. Adherence to the requirements of the relevant NPDES permitting process, such as obtaining individual NPDES permits for new or increased point source discharges and the source control activities under the City's Municipal Stormwater NPDES permit to address nonpoint source discharges, would reduce these impacts. In addition, implementation of the following GP/CLUP policies would reduce impacts to a less-than-significant level.

- Policy CE 2: Protection of Creeks and Riparian Areas
- Policy CE 6: Protection of Marine Habitat Areas
- Policy CE 7: Protection of Beach and Shoreline Habitats
- Policy CE 10: Watershed Management and Water Quality
- Policy SE 8: Oil and Gas Industry Hazards
- Policy SE 10: Hazardous Materials and Facilities
- Policy LU 10: Energy-Related On- and Off-Shore Uses
- Policy PF 4: Water and Sewer Facilities
- Policy TE 6: Street Design and Streetscape Character

Policy CE 2, CE 6, and CE 7 contain numerous measures protecting water quality in streams, marine and shoreline areas, such as streamside buffers, use restrictions, and implementation of stormwater treatment BMPs for new development. Policy CE 10 specifically addresses water quality protection associated with new development in great detail. Policy SE 8 contains components to minimize the risk of potential short- and long-term hazards associated with the operation of the Venoco Ellwood facilities and other oil and gas extraction, processing, and transportation facilities that could adversely affect water quality in the event of an upset. Policy SE 10 contains similar requirements related to hazardous materials and facilities. Policy LU 10 contains components to promote the discontinuation of onshore processing and transport facilities for oil and gas, the removal of unused or abandoned facilities, and the restoration of areas affected by existing or former oil and gas facilities within the city. Policy PF 4 requires that new development is connected to the public sewage collection system and therefore protect water quality from the effects of septic systems. Policy TE 6 requires that new transportation facilities be designed in a manner that protects water quality. The measures contained in these policies are sufficient to ensure that impacts related to pollution from new development are less than significant.

### **1.9.3 Mitigation Measure Summary**

No modifications to GP/CLUP policies are required, nor is additional mitigation identified.

### **1.9.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP. These policies would lessen the significant environmental effect to below a level of significance.

## 1.10 LAND USE AND RECREATION

### 1.10.1 Significant Impacts

Seven Land Use and Recreation Class II impacts have been identified related to: conflict with applicable land use policies and/or regulations due to buildout (construction) of the GP/CLUP; adverse physical effect on the environment due to construction of planned recreational facilities; conflict with other applicable land use policies and/or regulations due to buildout of GP/CLUP land uses, transportation improvements, and public facilities; conflict with any applicable habitat conservation plan or natural community conservation plan due to buildout of GP/CLUP land uses; loss of privacy and/or neighborhood incompatibility due to buildout of GP/CLUP land uses; adverse physical effect on the environment due to buildout of planned recreational facilities; and substantial physical deterioration or accelerated deterioration of existing recreational facilities due to buildout of GP/CLUP land uses. These impacts can be reduced to a less-than-significant level through policies in the GP/CLUP. No modifications to GP/CLUP policies are required, nor is additional mitigation identified. The impacts are:

**Impact 3.10-1. Conflict with Applicable Land Use Policies and/or Regulations Due To Buildout (Construction) of GP/CLUP Land Uses, Transportation Improvements, and Public Facilities.** Construction-related activities associated with buildout of the adopted GP/CLUP land uses, transportation improvements, and public facilities have potential to result in temporary impacts due to conflicts with applicable land use policies and/or regulations that apply to construction-related effects such as, but not limited to, impacts on biological and cultural/archaeological resources, noise, traffic, and air quality. These impacts would be considered potentially significant.

**Impact 3.10-2. Adverse Physical Effect on the Environment Due To Construction of Planned Recreational Facilities.** The construction of new or expanded recreational facilities, parks, and open spaces, expansion and enhancement of existing vertical public coastal access (Policy OS 2), and the planned conversion of a shoreline parcel currently occupied by the Venoco EOF to Open Space/Active Recreation uses (Policy LU 9), have potential to result in potentially significant physical effects on the environment due to short-term construction activities.

**Impact 3.10-3. Conflict with Other Applicable Land Use Policies and/or Regulations Due To Buildout of GP/CLUP Land Uses, Transportation Improvements, and Public Facilities.** Buildout of adopted GP/CLUP land uses have potential to conflict with the applicable environmental impact mitigation policies and/or regulations of the other agencies that maintain full or partial jurisdictions within the City planning area. These impacts would be considered potentially significant. The proposed elements of the GP/CLUP include goals, policies, implementation actions, and implementation programs that are designed to consider the requirements of the various jurisdictional agencies.

**Impact 3.10-4. Conflict with Any Applicable Habitat Conservation Plan or Natural Community Conservation Plan Due To Buildout of GP/CLUP Land Uses.** Buildout of adopted GP/CLUP land uses have potential to conflict with Coastal Zone policies that protect ESHAs. These impacts would be considered potentially significant.

**Impact 3.10-5. Loss of Privacy and/or Neighborhood Incompatibility Due To Buildout of GP/CLUP Land Uses.** Buildout of adopted GP/CLUP land uses, including the development of some existing vacant sites, have the potential to impact the quality of life of City residents by

introducing new or modified land uses that would cause or contribute to the loss of privacy or would otherwise cause or contribute to conditions that are incompatible with existing neighborhoods. These impacts would be considered potentially significant.

**Impact 3.10-6. Adverse Physical Effect on the Environment Due To Buildout of Planned Recreational Facilities.** New and expanded recreational facilities have the potential to result in adverse physical effects on the environment due to overuse and/or lack of adequate maintenance. These impacts would be considered potentially significant.

**Impact 3.10-7. Substantial Physical Deterioration or Accelerated Deterioration of Existing Recreational Facilities Due To Buildout of GP/CLUP Land Uses.** Buildout of the adopted GP/CLUP land uses have potential to lead to greater wear and tear of existing recreational facilities due the introduction of new development. The potential for impacts involving the substantial physical deterioration or accelerated deterioration of existing recreational facilities due to buildout of GP/CLUP land uses would be considered a potentially significant impact.

In addition, one Land Use and Planning Class II impact has been identified for the future City service areas. This impact can be reduced to a less-than-significant level through policies in the GP/CLUP. No modifications to GP/CLUP policies are required, nor is additional mitigation identified. The impact is:

**Impact 4.10-1. Potential Conflict with Applicable Land Use Policies and/or Regulations Due To Buildout of Future Service Area Land Uses, Transportation Improvements, and Public Facilities.** The future service area/sphere of influence includes lands within the jurisdiction of the County of Santa Barbara, UCSB, California Coastal Commission, and a variety of special districts. Limited buildout of future service area/sphere of influence land uses may have the potential to conflict with policies and/or regulations of those agencies with jurisdiction.

## 1.10.2 Facts Supporting the Impact Findings

### **Overview**

The built character of the City of Goleta largely consists of compact single family residential areas of moderate density, a central area with larger but lower intensity commercial and industrial uses, and more intensely developed areas in Old Town and around Entrance Drive in the southwestern area of the City. Most of the northwest, southwest, and northeast areas of the City are dominated by an organized and compact pattern of smaller, single-family dwellings interspersed with larger structures, mainly churches or schools. The development pattern in the Old Town area in the southeast portion of the City is somewhat more compact. The south-central part of the City consists of larger commercial structures, sharply contrasting with surrounding development patterns. Large open areas are found in the north-central area (Bishop Ranch and Lake Los Carneros Natural and Historic Preserve) and the most southwestern part of the City (Sperling Preserve/Santa Barbara Shores Park and Sandpiper Golf Course). At the geographical center of Goleta lies a noncontiguous portion of the territory of the City of Santa Barbara. These lands are owned by Santa Barbara and encompass the regional airport, including a passenger terminal for air carrier service, general aviation facilities, and vacant and developed lands north of Hollister Avenue for nonairport uses.

The GP/CLUP has identified the following eight individual subareas characterized by their respective geography and land use: Old Town; Central Area; Southwest Residential

Community; Coastal Resource Area; Northwest Residential Community; Central Resource Area; Northeast Residential Community; and Northeast Community Center.

The City contains 16 public parks, four private parks and open space areas, and 18 public open space areas with a total of 526 acres. The three larger City-owned regional open space preserves—the Sperling Preserve, Santa Barbara Shores Park, and Lake Los Carneros Natural and Historical Preserve—collectively account for 363 acres of these 526 acres.

### ***Discussion***

#### **Impact 3.10-1. Conflict with Applicable Land Use Policies and/or Regulations Due To Buildout (Construction) of GP/CLUP Land Uses, Transportation Improvements, and Public Facilities.**

Construction-related activities associated with buildout of the adopted GP/CLUP land uses, transportation improvements, and public facilities have potential to result in temporary impacts due to conflicts with applicable land use policies and/or regulations that apply to construction-related effects such as, but not limited to, impacts on biological and cultural/archaeological resources, noise, traffic, and air quality. These impacts would be considered potentially significant.

**Impact 3.10-2. Adverse Physical Effect on the Environment Due To Construction of Planned Recreational Facilities.** The construction of new or expanded recreational facilities, parks, and open spaces listed in Table 3.10-3, expansion and enhancement of existing vertical public coastal access (Policy OS 2), and the planned conversion of a shoreline parcel currently occupied by the Venoco EOF to Open Space/Active Recreation uses (Policy LU 9), have potential to result in potentially significant physical effects on the environment due to short-term construction activities.

**Impact 3.10-3. Conflict with Other Applicable Land Use Policies and/or Regulations Due To Buildout of GP/CLUP Land Uses, Transportation Improvements, and Public Facilities.** The City of Goleta Planning Area includes lands within the jurisdiction of the City of Santa Barbara (Santa Barbara Municipal Airport; lands within the UCSB campus subject to the jurisdiction of the University of California Board of Regents; and others), the California Coastal Commission, and a variety of special districts (Goleta Water District, Goleta Sanitary District, Goleta West Sanitary District, Embarcadero Community Services District, Isla Vista Recreation and Park District, Santa Barbara County Fire Protection District, Santa Barbara County Flood Control District, Metropolitan Transit District, and others). In addition to local agency jurisdictional requirements, certain activities conducted within the City are subject to state and federal agency regulations.

**Impact 3.10-4. Conflict with Any Applicable Habitat Conservation Plan or Natural Community Conservation Plan Due To Buildout of GP/CLUP Land Uses.** The California Coastal Act requires that Environmentally Sensitive Habitat Areas (ESHA) be protected; therefore, any land uses proposed within the Coastal Zone must comply with the Coastal Zone policies that protect ESHAs. Existing ESHAs are identified at certain locations within the City and Coastal Zone. Some of the ESHAs also fall within the boundary of the Ellwood Mesa Open Space and Habitat Management Plan area.

**Impact 3.10-5. Loss of Privacy and/or Neighborhood Incompatibility Due To Buildout of GP/CLUP Land Uses.** Buildout of adopted GP/CLUP land uses, including the development of some existing vacant sites, have the potential to impact the quality of life of City residents by introducing new or modified land uses that would cause or contribute to the loss of privacy or

would otherwise cause or contribute to conditions that are incompatible with existing neighborhoods. These impacts would be considered potentially significant.

Impact 3.10-6. Adverse Physical Effect on the Environment Due To Buildout of Planned Recreational Facilities. The GP/CLUP includes new and expanded recreational facilities, parks, and open space, new trail segments, expansion and enhancement of existing public vertical coastal access facilities (Policy OS 2), and the planned conversion of a shoreline parcel currently occupied by the Venoco EOF to Open Space/Active Recreation uses (Policy LU 9).

Impact 3.10-7. Substantial Physical Deterioration or Accelerated Deterioration of Existing Recreational Facilities Due To Buildout of GP/CLUP Land Uses. The City currently has a low level of service for active-use parks and recreational services. This level of service will be degraded further if additional parks and other recreational facilities (i.e. trails, open space and recreation-oriented community centers) are not provided to support both new and existing development. The quality of existing facilities will also be degraded (deteriorated) due to overuse from new and existing development if additional recreational facilities are not provided. Adequate financial sources and staffing are also needed to protect and maintain existing facilities. Located within the Lake Los Carneros Natural and Historical Preserve, the Stow House is recognized by the City as an historic resource, and is thus subject to specific requirements for its protection. Increased use of Lake Los Carneros Natural and Historical Preserve from new development under the GP/CLUP has potential to cause degradation to the Stow House. Note that new park development will offset increased demand associated with increased population allowed by the Plan.

Impact 4.10-1. Potential Conflict with Applicable Land Use Policies and/or Regulations Due To Buildout of Future Service Area Land Uses, Transportation Improvements, and Public Facilities. See discussion above for Impact 3.10-3.

### ***GP/CLUP Policies That Reduce Impacts***

Policies That Would Reduce Impact 3.10-1. The following GP/CLUP policies are designed and intended for the purpose of guiding development and avoiding or reducing potential environmental impacts resulting from construction activities:

- Policy LU 10: Energy-Related On- and Off-Shore Uses
- Policy CE 1: Environmentally Sensitive Habitat Area Designations and Policy
- Policy CE 2: Protection of Creeks and Riparian Areas
- Policy CE 3: Protection of Wetlands
- Policy CE 4: Protection of Monarch Butterfly Habitat Areas
- Policy CE 5: Protection of Other Terrestrial Habitat Areas
- Policy CE 6: Protection of Marine Habitat Areas
- Policy CE 7: Protection of Beach and Shoreline Habitats
- Policy CE 8: Protection of Special-Status Species
- Policy CE 9: Protection of Native Woodlands
- Policy CE 10: Watershed Management and Water Quality
- Policy CE 11: Preservation of Agricultural Lands
- Policy CE 12: Protection of Air Quality

- Policy CE 14: Preservation and Enhancement of Urban Forest
- Policy SE 1: Safety in General
- Policy SE 5: Soil and Slope Stability Hazards
- Policy SE 6: Flood Hazards
- Policy SE 10: Hazardous Materials and Facilities
- Policy NE 6: Single-Event and Nuisance Noise

Policies That Would Reduce Impact 3.10-2. The following GP/CLUP policies would ensure that impacts involving the construction of planned recreation facilities are reduced to a less-than-significant level:

- Policy OS 8: Protection of Native American Cultural Sites
- Policy CE 1: Environmentally Sensitive Habitat Area Designations and Policy
- Policy CE 2: Protection of Creeks and Riparian Areas
- Policy CE 3: Protection of Wetlands
- Policy CE 4: Protection of Monarch Butterfly Habitat Areas
- Policy CE 5: Protection of Other Terrestrial Habitat Areas
- Policy CE 6: Protection of Marine Habitat Areas
- Policy CE 7: Protection of Beach and Shoreline Habitats
- Policy CE 8: Protection of Special-Status Species
- Policy CE 9: Protection of Native Woodlands
- Policy CE 10: Watershed Management and Water Quality
- Policy CE 11: Preservation of Agricultural Lands
- Policy CE 12: Protection of Air Quality
- Policy CE 14: Preservation and Enhancement of Urban Forest
- Policy SE 1: Safety in General
- Policy SE 5: Soil and Slope Stability Hazards
- Policy SE 6: Flood Hazards
- Policy SE 10: Hazardous Materials and Facilities
- Policy NE 6: Single-Event and Nuisance Noise

Policies That Would Reduce Impact 3.10-3. The following GP/CLUP policies would ensure that impacts involving land use conflicts are reduced to less-than-significant levels:

- Policy LU 1: Land Use Plan Map and General Policies
- Policy LU 2: Residential Land Uses
- Policy LU 3: Commercial Land Uses
- Policy LU 4: Office and Industrial Uses
- Policy LU 8: Central Hollister Residential Development Area



- Policy LU 10: Energy-Related On- and Off-Shore Uses
- Policy LU 12: Land Use In Goleta's Environs
- Policy OS 5: Ellwood-Devereux Open Space Area
- Policy CE 12: Protection of Air Quality
- Policy HE 5: Special Needs Housing and Support Programs
- Policy HE 6: Adequate Sites to Meet Goleta's RHNA
- Policy HE 12: Funding for Affordable Housing
- Policy SE 9: Airport-Related Hazards
- Policy SE 10: Hazardous Materials and Facilities
- Policy PF 7: Coordinating Facilities and Services with Other Agencies
- Policy PF 9: Coordination of Facilities with Future Development

Policies That Would Reduce Impact 3.10-4. Elements of the proposed GP/CLUP include policies that are designed to protect ESHAs from land use conflicts or other indirect effects from development and specify appropriate development procedures to ensure the protection of ESHAs within the Coastal Zone. The GP/CLUP policies also address consistency with the goals and policy provisions of the Ellwood Mesa Open Space and Habitat Management Plan. Therefore, the potential for conflict with Coastal Zone policies that protect ESHAs due to buildout are less than significant with implementation of the following GP/CLUP policies:

- Policy LU 1: Land Use Plan Map and General Policies
- Policy LU 2: Residential Land Uses
- Policy LU 6: Park and Open Space Uses
- Policy LU 9: Coastal-Dependent and -Related Uses (Key Pacific Shoreline Sites)
- Policy LU 12: Land Use In Goleta's Environs
- Policy OS 2: Vertical Access to the Shoreline
- Policy OS 3: Coastal Access Routes, Parking, and Signage
- Policy OS 4: Trails and Bikeways
- Policy OS 5: Ellwood-Devereux Open Space Area
- Policy OS 6: Public Park System Plan
- Policy OS 7: Adoption of Open Space Plan Map
- Policy OS 8: Protection of Native American Cultural Sites
- Policy CE 1: Environmentally Sensitive Habitat Area Designations and Policy
- Policy CE 2: Protection of Creeks and Riparian Areas
- Policy CE 3: Protection of Wetlands
- Policy CE 5: Protection of Other Terrestrial Habitat Areas
- Policy CE 6: Protection of Marine Habitat Areas
- Policy CE 7: Protection of Beach and Shoreline Habitats
- Policy SE 2: Bluff Erosion and Retreat

- Policy SE 3: Beach Erosion and Shoreline Hazards
- Policy VH 1: Scenic Views
- Policy VH 3: Community Character
- Policy TE 9: Parking

Policies That Would Reduce Impact 3.10-5. Loss of privacy due to buildout of adopted GP/CLUP land uses is addressed by proposed Policies LU 2 of the Land Use Element and VH 4 of the Visual and Historic Resources Element. Both policies provide for the protection of privacy in residential settings. The proposed land use designations of the GP/CLUP would remain generally consistent with existing land uses, with the exception of selected vacant parcels (principally located south of US-101, in the vicinity of Los Carneros Road and Storke Road). The following GP/CLUP policies would ensure that potential impacts associated with changes in land use that may result in neighborhood incompatibility would be reduced to a less-than-significant level:

- Policy LU 1: Land Use Plan Map and General Policies
- Policy LU 2: Residential Land Uses
- Policy LU 3: Commercial Land Uses
- Policy LU 4: Office and Industrial Uses
- Policy LU 8: Central Hollister Residential Development Area
- Policy LU 9: Coastal-Dependent and -Related Uses (Key Pacific Shoreline Sites)
- Policy LU 12: Land Use In Goleta's Environs
- Policy HE 2: Effective Implementation and Housing Partnerships
- Policy HE 8: Preservation of Existing Housing and Neighborhoods
- Policy HE 9: Excellence in New Housing Design
- Policy VH 1: Scenic Views
- Policy VH 3: Community Character
- Policy VH 4: Design Review
- Policy TE 13: Mitigating Traffic Impacts of Development
- Policy PF 5: School Facilities
- Policy PF 8: General Standards for Public Facilities
- Policy NE 1: Noise and Land Use Compatibility Standards

Policies That Would Reduce Impact 3.10-6 The following GP/CLUP policies would ensure that potential impacts are reduced to a less-than-significant level:

- Policy LU 1: Land Use Plan Map and General Policies
- Policy LU 2: Residential Land Uses
- Policy LU 6: Park and Open Space Uses
- Policy LU 9: Coastal-Dependent and -Related Uses (Key Pacific Shoreline Sites)
- Policy LU 12: Land Use In Goleta's Environs

- Policy OS 2: Vertical Access to the Shoreline
- Policy OS 3: Coastal Access Routes, Parking, and Signage
- Policy OS 4: Trails and Bikeways
- Policy OS 5: Ellwood-Devereux Open Space Area
- Policy OS 6: Public Park System Plan
- Policy OS 7: Adoption of Open Space Plan Map
- Policy OS 8: Protection of Native American Cultural Sites
- Policy CE 1: Environmentally Sensitive Habitat Area Designations and Policy
- Policy CE 2: Protection of Creeks and Riparian Areas
- Policy CE 3: Protection of Wetlands
- Policy CE 5: Protection of Other Terrestrial Habitat Areas
- Policy CE 6: Protection of Marine Habitat Areas
- Policy CE 7: Protection of Beach and Shoreline Habitats
- Policy SE 2: Bluff Erosion and Retreat
- Policy SE 3: Beach Erosion and Shoreline Hazards
- Policy SE 6: Flood Hazards
- Policy SE 7: Urban and Wildland Fire Hazards
- Policy VH 1: Scenic Views
- Policy TE 9: Parking
- Policy NE 7: Design Criteria to Attenuate Noise

Policies That Would Reduce Impact 3.10-7. The GP/CLUP provides for the protection of existing open space areas and set-aside park sites in the capacity analysis of designated housing sites (Housing Element Technical Appendix); however, additional facilities will also be needed in order to provide adequate active-use recreation opportunities (e.g. sports fields, tennis courts, swimming pools, and trails) for existing and future residents and to maintain the quality and service of existing facilities. Future planned recreation facilities, in addition to policies and implementation actions supporting the maintenance of existing and provision of new facilities, will contribute to a reduced potential for impacts to existing recreational facilities. GP/CLUP Policy VH 5 includes the provision that the City shall preserve and rehabilitate publicly owned historic resources.

GP/CLUP policies from the Land Use, Open Space, and Conservation Elements also address potential impacts to existing recreation facilities. The following GP/CLUP policies would ensure that potential impacts are reduced to less-than-significant levels:

- Policy LU 1: Land Use Plan Map and General Policies
- Policy LU 3: Commercial Land Uses
- Policy LU 6: Park and Open Space Uses
- Policy LU 8: Central Hollister Residential Development Area
- Policy LU 9: Coastal-Dependent and -Related Uses (Key Pacific Shoreline Sites)

- Policy LU 10: Energy-Related On- and Off-Shore Uses
- Policy LU 12: Land Use In Goleta's Environs
- Policy OS 2: Vertical Access to the Shoreline
- Policy OS 6: Public Park System Plan
- Policy OS 7: Adoption of Open Space Plan Map
- Policy OS 9: Financing Public Parks, Open Space, and Recreation Facilities
- Policy CE 14: Preservation and Enhancement of Urban Forest
- Policy VH 1: Scenic Views
- Policy VH 2: Local Scenic Corridors
- Policy VH 5: Historic Resources
- Policy PF 2: Other Facilities of the City of Goleta
- Policy PF 5: School Facilities

Policies That Would Reduce Impact 4.10-1. Potential Conflict with Applicable Land Use Policies and/or Regulations Due To Buildout of Future Service Area Land Uses, Transportation Improvements, and Public Facilities. See policies above for Impact 3.10-3.

### **1.10.3 Mitigation Measure Summary**

No modifications to GP/CLUP policies are required, nor is additional mitigation identified.

### **1.10.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP. These policies would lessen the significant environmental effect to below a level of significance.

## **1.11 NOISE**

### **1.11.1 Significant Impacts**

There are no Class II impacts to Noise associated with implementation of the City's GP/CLUP.

### **1.11.2 Facts Supporting the Impact Findings**

Not applicable.

### **1.11.3 Mitigation Measure Summary**

Not applicable.

### **1.11.4 Findings**

Not applicable.

## 1.12 PUBLIC SERVICES AND UTILITIES

### 1.12.1 Significant Impacts

Six Public Services and Utilities Class II impacts have been identified related to increased demand: for police protection; for fire protection; for wastewater collection, treatment, and disposal; for utility services; on local school districts; and on library facilities. These impacts can be reduced to a less-than-significant level through policies in the GP/CLUP. No modifications to GP/CLUP policies are required, nor is additional mitigation identified. The impacts are:

**Impact 3.12-1. Increased Demand for Police Protection.** Additional residents resulting from buildout of the GP/CLUP would increase the demand for law enforcement and police service in the City of Goleta.

**Impact 3.12-2. Increased Demand for Fire Protection.** Additional residents resulting from buildout of the GP/CLUP would increase the demand for fire protection services in the City of Goleta. Based on the existing deficiencies in fire protection service to the City, the additional population resulting from the GP/CLUP would create a significant impact to the ability of the Fire Department to provide adequate service.

**Impact 3.12-3. Increased Demand for Wastewater Collection, Treatment, and Disposal.** Implementation of the GP/CLUP and Land Use Plan would increase the demand on the City's wastewater collection and service providers, GSD and GWSD.

**Impact 3.12-4. Increased Demand for Utility Services.** Implementation of the GP/CLUP would increase the demand for utilities such as electricity and natural gas.

**Impact 3.12-5. Increased Demand on Local School Districts.** Implementation of the GP/CLUP would increase the demand on local school districts.

**Impact 3.12-6. Increased Demand on Library Facilities.** Implementation of the GP/CLUP would increase the demand on library facilities. Based on the existing deficiencies of library facilities that service the City, the additional population resulting from GP/CLUP buildout would create a significant impact to the ability of the current library to provide adequate service.

These impacts also apply to the future City service areas.

### 1.12.2 Facts Supporting the Impact Findings

#### **Overview**

Police services are provided to the City of Goleta through a contract with the Santa Barbara County Sheriff's Department. Fire protection and related services are provided by the Santa Barbara County Fire Department. Two separate special districts, Goleta Sanitary District (GSD) and Goleta West Sanitary District (GWSD), provide wastewater collection, treatment, and disposal services to the Goleta Valley and territory within the City. GWSD serves the western portion of the City with a collection system only. The eastern portion of the City is served by GSD, which collects, treats, and disposes all wastewater, including wastewater received from GWSD.

Solid waste collection services in Goleta are provided by Marborg Industries and BFI Waste Systems. All nonhazardous solid waste in the City and the surrounding South Coast area is

handled at two local facilities: the South Coast Recycling and Transfer Station, and Tajiguas Landfill. Both sites are owned and operated by the Santa Barbara County Public Works Department, Resource Recovery and Waste Management Division.

Other utilities and services are provided to residential and commercial users in Goleta by private companies, subject to franchise agreements with the City. These include solid waste collection and disposal, provision of natural gas and electrical energy, telephone, cable television, and Internet service providers.

Public education services are provided within Goleta and the remainder of the Goleta Valley by the Goleta Union School District (GUSD) and the Santa Barbara High School District (SBHSD). Services at the Goleta Public Library are provided by contract with the City of Santa Barbara in a facility owned by the City of Goleta at 500 North Fairview Avenue.

### ***Discussion***

**Impact 3.12-1. Increased Demand for Police Protection.** It is estimated that 7,500 additional residents would result from buildout of the GP/CLUP, which would create a total population of 38,097 in the City. The Sheriff's Department currently maintains a staff of approximately 34 sworn officers assigned to the City of Goleta. In order ensure that adequate police protection is provided to the City over the course of time up to and through buildout, an additional seven to ten police officers providing law enforcement services to the City would be needed. Equipment such as patrol vehicles, weapons, radios, computers and other operations related equipment would also need to be considered with the addition of officers to the force. Support staff as well as the possibility of added capital projects such as additions to existing facilities or the building of new facilities would also need to be considered to accommodate this additional growth (Pappas 2006).

In order to accommodate projected population growth, the City of Goleta has identified multiple policies and objectives in the GP/CLUP that address police protection. Among these are the potential of the addition of a new police station and the incorporation of service standards such as 5-minute response times for emergencies. In conjunction with the planning for a civic center, the City should establish a community planning process to evaluate the need for a police station, identify appropriate sites, and plan for its development (see Objective PF 2).

**Impact 3.12-2. Increased Demand for Fire Protection.** The Santa Barbara County Fire Department employs the following three standards with respect to provision of fire protection services, which are incorporated into the GP/CLUP:

1. A firefighter-to-population ratio of one firefighter on duty 24 hours a day for every 2,000 in population as the ideal goal with one firefighter per 4,000 population as the absolute maximum population that can be adequately served.

Fire stations #11 and #12 fell short of this service standard as of 2005, as indicated in Table 3.12-2. The current ratio of fire fighters to population is 1 per 4,909 citywide.

2. A ratio of one engine company per 16,000 population with a four-person crew. The National Fire Protection Association guidelines state the engine companies shall be staffed with a minimum of four on-duty personnel.

Currently all three fire stations within the Goleta city limits are staffed with 3 person crews.

### 3. Achieve a 5-minute response time in urban areas.

Most of Goleta falls within the 5-minute response time from existing fire stations; however, the western edge and some northern neighborhoods may experience longer response times.

The City of Goleta has identified multiple policies and objectives in the GP/CLUP intended to address fire protection service and to accommodate projected growth. Among these is the addition of a new fire station (Station 10) to be located in western Goleta. In conjunction with the Fire Department, the City will provide a site consisting of approximately two acres of land for the new fire station. As indicated in Objective PF 3, the Santa Barbara County Fire Department will construct Fire Station 10 as soon as funding becomes available.

**Impact 3.12-3. Increased Demand for Wastewater Collection, Treatment, and Disposal.** The GP/CLUP would have a maximum buildout of 3,880 residential units and 2,081,000 square feet of commercial/industrial development. Utilizing the generation factors previously discussed, the growth identified in the GP/CLUP could create a total of .92 mgd to 1.06 mgd increase in wastewater demand (184 gpd to 220 gpd for residential units and 100 gpd per 1,000 sf of commercial development) shared between the GSD and the GWSD. As outlined in Table 3.12-2, the GSD has 1.12 mgd of unused, available capacity under its portion of the current, maximum NPDES permitted daily effluent discharge volume and GWSD has 1.41 mgd of remaining capacity under that existing maximum permitted daily effluent discharge volume.

As such, although wastewater services demand would increase as a result of Plan implementation, the existing facilities and service providers have sufficient, currently unused and available treatment capacity to accommodate the increased flows resulting from the buildout of the GP/CLUP. Additionally, the GP/CLUP includes several policies and objectives to ensure that appropriate wastewater infrastructure and treatment capacities are available to accommodate projected growth.

**Impact 3.12-4. Increased Demand for Utility Services.** In general, Goleta has not experienced shortages of natural gas and electricity. Population increases in Goleta could contribute to increased demand for electricity; however, for a 30-year term, the City is allowing SCE the use of City streets and property to use and construct poles, wires, conduits, and other facilities necessary for the transmission and distribution of electricity within the City. This will help to ensure that SCE can continue to provide an adequate level of service to the existing and future population.

The Gas Company does not anticipate future gas supply problems, and expects that local distribution lines can be expanded for future development without disrupting existing service.

Although the level of service from gas and utility providers is considered adequate to meet population growth, the GP/CLUP identifies measures for managing growth, such as close communication and coordination between the City and the service providers, to ensure development that gets approved can be adequately serviced without impacting existing users.

**Impact 3.12-5. Increased Demand on Local School Districts.** The Goleta Union School District utilizes a student generation factor of 0.20 per residential unit. Based upon GP/CLUP buildout levels of 480 single-family homes and 3400 multiple-family homes (for a total of 3,880 homes), 776 students would be generated as a result of project buildout. The GUSD is currently experiencing an approximate 4 percent annual decline in student attendance, which translates to more than 100 students per year leaving GUSD. If this trend continues (with City buildout in



seven or more years), then GUSD facilities would not be adversely affected by implementation of the GP/CLUP (Boomer, GUSD, 2006).

**Impact 3.12-6. Increased Demand on Library Facilities.** The local library branch was opened in 1973 and has remained virtually unchanged for the 30 years. The current number of volumes is estimated to be approximately 90,000 to service a population of 87,000 (including persons from surrounding areas). Use of the library continues to increase, and space constraints allow less and less room to enlarge the total volume of materials. In 1999, an AB 1600 Fee Justification Study was conducted by David Taussig and Associates. A portion of that study focused on the Goleta Library branch. The study concluded that the facility had a current deficit of 155,855 volumes and needed an additional 26,330 square feet.

The City of Goleta has identified multiple policies and objectives in the GP/CLUP to address demand of library facilities. Those objectives include preparation of a long-term Library Development Plan to assess the adequacy of the current facility and expand or develop a satellite facility as necessary to accommodate projected demand.

***GP/CLUP Policies That Reduce Impacts***

**Policies That Would Reduce Impact 3.12-1.** The GP/CLUP includes the following policies, which are intended to ensure that acceptable police protection is provided:

- Policy PF 2: Other Facilities of the City of Goleta
- Policy PF 3: Public Safety Services and Facilities
- Policy PF 9: Coordination of Facilities with Future Development

The implementation of these policies would reduce impacts on police protection services as a result of Plan Implementation to less-than-significant levels.

**Policies That Would Reduce Impact 3.12-2.** The GP/CLUP includes the following policies, which are intended to ensure that acceptable fire protection is provided:

- Policy PF 3: Public Safety Services and Facilities
- Policy PF 9: Coordination of Facilities with Future Development
- Policy SE 7: Urban and Wildland Fire Hazards

The implementation of these policies would reduce impacts to fire protection services as a result of Plan implementation to less-than-significant levels.

**Policies That Would Reduce Impact 3.12-3.** The following policies have been incorporated into the GP/CLUP in order to ensure adequate wastewater collection and treatment capability is provided:

- Policy PF 4: Water and Sewer Facilities
- Policy PF 7: Coordinating Facilities and Services with Other Agencies
- Policy PF 9: Coordination of Facilities with Future Development

The implementation of these policies would reduce impacts on the City's wastewater treatment facilities and service providers resulting from buildout of the GP/CLUP to less-than-significant levels.

Policies That Would Reduce Impact 3.12-4. The following policies have been incorporated into the GP/CLUP in order to ensure acceptable electricity and gas services are provided:

- Policy PF 6: Utilities
- Policy PF 7: Coordinating Facilities and Services with Other Agencies
- Policy PF 8: General Standards for Public Facilities
- Policy PF 9: Coordination of Facilities with Future Development
- Policy CE 13: Energy Conservation

The implementation of these policies would reduce impacts on utility service providers resulting from buildout of the GP/CLUP to less-than-significant levels.

Policy That Would Reduce Impact 3.12-5. A policy has been incorporated into the GP/CLUP that is intended to ensure that future development resulting from Plan implementation can be adequately served by the GUSD and SBHSD:

- Policy PF 5: School Facilities

The implementation of this policy would reduce student enrollment impacts on area schools resulting from buildout of the GP/CLUP to less-than-significant levels.

Policies That Would Reduce Impact 3.12-6. The following policies have been incorporated into the GP/CLUP in order to ensure that acceptable library services are provided:

- Policy PF 2: Other Facilities of the City of Goleta
- Policy PF 7: Coordinating Facilities and Services with Other Agencies
- Policy PF 8: General Standards for Public Facilities

The implementation of these policies would reduce impacts on library facilities serving the City as a result of buildout under the Plan to less-than-significant levels.

### **1.12.3 Mitigation Measure Summary**

No modifications to GP/CLUP policies are required, nor is additional mitigation identified.

### **1.12.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP. These policies would lessen the significant environmental effect to below a level of significance.

## 1.13 TRANSPORTATION AND CIRCULATION

### 1.13.1 Significant Impacts

One Transportation and Circulation Class II impact has been identified related to exceedance of a LOS standard established by local jurisdictions for designated roadways or highways. This impact can be reduced to a less-than-significant level through policies in the GP/CLUP. No modifications to GP/CLUP policies are required, nor is additional mitigation identified. The impact is:

**Impact 3.13-2. Exceed, Either Individually or Cumulatively, a LOS Standard Established by Local Jurisdictions for Designated Roadways or Highways.** Implementation of the GP/CLUP would exceed, either individually or cumulatively, a LOS standard established by local jurisdictions for designated roadways or highways.

This impact also applies to the future City service areas.

### 1.13.2 Facts Supporting the Impact Findings

#### **Overview**

The City of Goleta is situated along the U.S. Highway 101 (US-101) and Union Pacific Railroad (UPRR) corridors, which traverse the City from east to west and divide it into northern and southern sections. Transportation in and through the City is provided through a variety of modes, including vehicular traffic, bicycle and pedestrian travel, aviation, and rail. US-101 and State Route 217 (SR-217) are designated as freeways for their entire length in Goleta. Goleta's arterial network includes two east-west arterial roadways that generally parallel the US-101 corridor: Hollister Avenue to the south of the freeway and Cathedral Oaks Road to the north. All major north-south arterials in the City have interchanges with US-101: Patterson Avenue, Fairview Avenue, Los Carneros Road, and Storke-Glen Annie Road. Calle Real is an east-west arterial that runs between Los Carneros Road and Patterson Avenue.

Level of service (LOS) designations measure operational conditions of roadways, taking into consideration such factors as volume, speed, travel time, and delay. LOS standards are used to evaluate the transportation impacts of long-term growth. The City of Goleta has adopted a standard of LOS C, which is applied citywide to major arterials, minor arterials, collector roadways, and signalized intersections. The City's LOS standard is more stringent than the County's regional Congestion Management Program (CMP) standard of LOS D, which applies to City intersections designated as part of the CMP system. GP/CLUP policy subsection 4.2 also lists a modified LOS standard for specific intersections at planned capacity. As of 2005, the Storke-Hollister intersection was the only intersection in the city at "planned capacity," with the applicable standard defined as LOS D.

#### **Discussion**

Impact 3.13-2. Exceed, Either Individually or Cumulatively, a LOS Standard Established by Local Jurisdictions for Designated Roadways or Highways. Class II transportation impacts are classified as those impacts that can be feasibly mitigated or avoided by transportation improvements or transportation policies proposed under the GP/CLUP. Significant impacts are defined at locations where (1) the adopted LOS standard cannot be met, and/or (2) applicable significance thresholds are exceeded. The following long-term Class II transportation impacts have been identified for this project:

## Intersections

- Hollister Avenue/Canon Green Drive—LOS F projected under the 2030 Buildout (GP-10), which exceeds the existing LOS C. Improvement to LOS A is expected with implementation of recommended transportation improvements (GP-7).
- Hollister Avenue/Pacific Oaks Road—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS A. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7), with a V/C increase of 0.19 over existing, which is under the significance threshold defined in Table 3.13-5.
- Cathedral Oaks/Los Carneros Road—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS C. Improvement to LOS B is expected with implementation of recommended transportation improvements (GP-7).
- Los Carneros Road/Calle Real Road—LOS E projected under the 2030 Buildout (GP-10), which exceeds existing LOS C. Improvement to LOS B is expected with implementation of recommended transportation improvements (GP-7).
- Los Carneros Road/US-101 SB Ramp—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS C. Improvement to LOS A is expected with implementation of recommended transportation improvements (GP-7).
- Los Carneros Road/Hollister Avenue—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS B. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7), with a V/C increase of 0.09 over existing.
- Fairview Avenue/Stow Canyon Road—LOS F (Delay >> 50s) projected under the 2030 Buildout (GP-10), which would add additional delay to the existing LOS F. Improvement to LOS B is expected with implementation of recommended transportation improvements (GP-7).
- Fairview Avenue/Calle Real—LOS D (V/C = 0.90) projected under the 2030 Buildout (GP-10), which exceeds the existing LOS D (V/C = 0.81). Improvement to LOS C is expected with recommended transportation improvements (GP-7).
- Fairview Avenue/US-101 NB Ramp—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS C. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7), with a V/C decrease of 0.02 under existing.
- Hollister Avenue/Fairview Avenue—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS B. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7), with a V/C increase of 0.10 over existing, which is under the significance threshold defined in Table 3.13-5.
- Hollister Avenue/Kellogg Avenue—LOS E projected under the 2030 Buildout (GP-10), which exceeds the existing LOS C. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7), with a V/C increase of 0.03 over existing.
- Hollister Avenue/SR-217 SB Ramp—LOS E projected under the 2030 Buildout (GP-10), which exceeds the existing LOS C. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7).
- Patterson Avenue/US-101 NB Ramp—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS C. Improvement to LOS C is expected with implementation

of recommended transportation improvements (GP-7), with a V/C increase of 0.05 over existing.

- Patterson Avenue/US-101 SB Ramp—LOS F projected under the 2030 Buildout (GP-10), which exceeds the existing LOS D. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7).
- Hollister Avenue/Patterson Avenue—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS C. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7), with a V/C decrease of 0.05 under existing.
- Fairview Avenue/US-101 SB-Ramp—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS B. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7), with a V/C increase of 0.09 over existing.

### Roadway Segments

- ADT is projected to exceed the LOS C threshold at the following three locations, under the 2030 Proposed Land Use Plan. However, with implementation of recommended transportation improvements, ADT is projected to be under the LOS C thresholds.
  - Storke Road south of US-101 Interchange—ADT of 46,400 under 2030 Buildout (GP-10), which exceeds the LOS C threshold at that location of 34,000. With implementation of recommended transportation improvements (GP-7), ADT is projected at 45,700 and the LOS C ADT threshold would increase to 47,000, which would bring ADT at this location to within LOS C standards.
  - Los Carneros Road south of Hollister Avenue—ADT of 24,200 under 2030 Buildout (GP-10), which exceeds the LOS C threshold at that location of 14,300. With implementation of recommended transportation improvements (GP-7), ADT is projected at 23,600 and the LOS C ADT threshold would increase to 34,000, which would bring ADT at this location to within LOS C standards.
  - Storke Road south of Whittier Drive—ADT of 16,400 under 2030 Buildout (GP-10), which exceeds the LOS C threshold at that location of 14,300. With implementation of recommended transportation improvements (GP-7), ADT is projected at 17,700 and the LOS C ADT threshold would increase to 34,000 which would bring ADT at this location to within LOS C standards.

### ***GP/CLUP Policies That Would Reduce Impacts***

Policies That Would Reduce Impact 3.13-2. The City's policies, as listed below, include modifications to LOS standards and transportation improvements that would reduce identified impacts. In addition, these policies include continuous monitoring of future traffic conditions and standards, to ensure that improvements will be aligned with the traffic conditions that result from future development.

- Policy TE 1: Integrated Multi-Modal Transportation System
- Policy TE 4: Target Level of Service Standards
- Policy TE 5: Planned Street and Road Improvements
- Policy TE 13: Mitigating Traffic Impacts of Development

### **1.13.3 Mitigation Measure Summary**

No modifications to GP/CLUP policies are required, nor is additional mitigation identified.

### **1.13.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP. These policies would lessen the significant environmental effect to below a level of significance.

## SECTION 2.0 FINDINGS REGARDING SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CANNOT BE FEASIBLY MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE (CLASS I)

The City of Goleta finds that, based on the threshold criteria for significance presented in the FEIR the following effects of the project will be significant and cannot be avoided or reduced through mitigation to a level less than significant. Environmental impacts that are significant and unavoidable (Class I) impacts have been identified for aesthetics and visual resources, agriculture and farmland, hazards and hazardous materials, noise, and transportation and circulation. Nevertheless, as discussed in the Statement of Overriding Considerations, these impacts are considered to be acceptable when balanced against the economic, social, technological and other benefits of the project.

### 2.1 AESTHETICS AND VISUAL RESOURCES

#### 2.1.1 Significant Impacts

Two Aesthetics and Visual Resources Class I impacts have been identified relating to views from Hollister Avenue and City Gateways, and Citywide visual character. These impacts can be reduced through policies in the GP/CLUP, but not to levels below significance. No additional mitigation has been identified. The impacts are as follows:

**Impact 3.1-1. Impacts of GP/CLUP on Visual Resources within the City Including Views from Hollister Avenue and City Gateways.** Scenic corridors within the City include Hollister Avenue. Proposed development of vacant or underutilized land in accordance with the GP/CLUP in the vicinity of certain scenic corridors along Hollister Avenue could result in significant impacts to views. Another key public viewpoint that could be impacted in association with development of vacant land includes the gateways to the City located on US-101 at the western and eastern entrances of the City.

**Impact 3.1-2. Impacts of GP/CLUP on Citywide Visual Character.** Implementation of the GP/CLUP could result in a significant change to the visual character of the City because design standards and policies are subjective. Vacant land that has not already been approved for development comprises 307 acres or 6 percent of the total land area of the City. With the buildout proposed in the GP/CLUP, this vacant land could be developed with predominantly single- and multiple-family residential uses with the exception of the open-space and agriculturally designated parcels. Commercial and industrial uses proposed on vacant land would be developed adjacent to existing commercial areas. Because development of the vacant land would be an extension of the existing residential neighborhoods and commercial areas, impacts from GP/CLUP implementation would be reduced. However, because of the subjective nature of design standards and policies, there is potential for significant impacts to the City's visual character to occur as a result of Plan implementation.

An exception to this is the visual character of Coastal Open Space Areas. As shown in Figure 3.10-2, the GP/CLUP land use designations reflect existing land uses in the coastal areas. Coastal resources, including Santa Barbara Shores Park and the Sperling Preserve, would be designated as open space/passive recreation by the GP/CLUP. The Sandpiper Golf Course would be designated open space/active recreation. Therefore, coastal open space areas would not be impacted by implementation of the GP/CLUP. In addition, Policy VH 1, "Scenic Views," supports the protection and preservation of scenic resources including the open waters of the

Pacific Ocean/Santa Barbara Channel (with the Channel Islands visible in the distance), and the City's Pacific shoreline, including beaches, dunes, lagoons, coastal bluffs, and open coastal mesas. Implementation of the GP/CLUP therefore would not result in significant impacts to the visual character of existing Coastal Open Space Areas.

## 2.1.2 Facts Supporting the Impact Findings

### **Overview**

The aesthetics and visual resources in the City were identified and evaluated based upon field reconnaissance. The City's location between the Santa Ynez Mountains and the Pacific Ocean provide a scenic backdrop for Goleta's urbanized area. Visually attractive open spaces within Goleta include public recreation areas and agricultural lands. The City retains a small-scale suburban character, with open spaces and broad vistas that provide a connection to the natural environment.

### **Discussion**

Impact 3.1-1a: Impacts to Views from Hollister Avenue. Northerly views available from Hollister Avenue could be impacted by development of vacant and underutilized land adjacent to the roadway in accordance with the GP/CLUP. Vacant land near intersections with Los Carneros Road and Storke Road is designated to be developed as medium-density residential and for office/institutional uses by the GP/CLUP. Motorists along Hollister currently have northerly views of the Santa Ynez Mountains and foothills. Development of vacant parcels in the vicinity of Storke Road and Los Carneros Road in accordance with the designations of the GP/CLUP could result in potentially significant impacts to mountain views from Hollister Avenue.

Impact 3.1-1b: Impacts to Views from Gateways. Development in accordance with the GP/CLUP could affect the major gateways to Goleta along Hollister Avenue at the western and eastern boundaries of the City. Vacant and underutilized areas at the eastern and western portions of the City would be designated for planned residential and community commercial uses. Sites in the vicinity of the gateway at the western border of the City, are designated as planned residential and visitor-serving commercial respectively. Other sites in the vicinity of the gateway at the eastern border of the City near Patterson Avenue are designated for medium-density residential, office/institutional, and general commercial uses. Development of these types of uses in accordance with the designations of the GP/CLUP could result in potentially significant impacts to views from the gateways at the western and eastern boundaries of the City.

The existing land uses within the vicinity of the northern and southern City gateways, including Old Town, Cathedral Oaks Road, Glen Annie Road, Los Carneros Road, Fairview Avenue, and Calle Real would not change with implementation of the GP/CLUP. Therefore, implementation of the GP/CLUP would not impact the visual character of these gateways.

Impact 3.1-2a: Impacts to the Visual Character of City Subareas. The City has designated subareas as shown in Figure 3.1-2. Potential impacts of the GP/CLUP on the visual character within the subareas are as follows.

#### *Central Subarea*

A majority of the vacant land to be developed in accordance with the GP/CLUP is located within the Central Subarea. Vacant land within the Central Subarea is located primarily north of Hollister Avenue and south of US-101. These vacant parcels would be developed with medium-density multiple-family residential uses. A vacant site south of Hollister



Avenue and north of Phelps Road would be developed with community commercial uses. The character of the area along Hollister Avenue within the Central Subarea currently consists of a mix of residential and commercial uses. The location of the proposed commercial uses would represent a visual extension of these existing uses; however, the potential for a significant adverse impact to visual character still remains.

#### *Old Town and Residential Subareas*

The GP/CLUP Community Commercial land use designation would allow additional residential uses among existing commercial development in the Old Town and Northeast Community Center Subareas. The existing commercial uses are located at the southern border of an existing residential community and would be separated from Old Town by US-101. Nevertheless, the development of these subareas with additional residential uses could result in a visual incompatibility with surrounding land uses.

Development of underutilized land within the Old Town Subarea would be limited to development of commercial uses under the Old Town land use designation. Future development within this designation is subject to design restrictions within the GP/CLUP that require any buildings and other development to conform with the aesthetic and historic character of Old Town.

An Old Town commercial land use designation would be applied to the existing Old Town areas adjacent to Hollister Avenue. This designation is intended to permit a wide range of local- and community-serving retail and office uses. A major purpose of this designation is to enhance the physical and economic environment for existing businesses and uses of the Old Town commercial district. Although new development of two and three story buildings along Hollister Avenue in Old Town may block views of the Santa Ynez Mountains, this is not a scenic corridor and any impacts from new development in the Old Town category would be reduced by measures ensuring that buildings, pedestrian plazas, design amenities, and facilities are consistent with the *Goleta Old Town Heritage District Architecture and Design Guidelines*. In addition, Policy VH 4, "Design Review," states that Old Town should retain its unique character through building individuality, avoiding the "false historic look." Pedestrian walkways should be enhanced with trees, landscaping, and benches. Visual resources in the Old Town area would be protected to some degree with implementation of the GP/CLUP, but there is still potential for significant impacts to occur.

The residential subareas are predominantly built out with residential uses and possess limited amounts of vacant land. In addition, the GP/CLUP would not promote conversion of existing uses to other land use types. As a result, implementation of the GP/CLUP would not result in impacts to the visual character of the residential subareas.

#### *Coastal Resource and Central Resource Subareas*

Implementation of the GP/CLUP would not result in significant impacts to the visual character of the Coastal or Central Resource Subareas. No changes to the underlying land uses are proposed in these areas. Bishop Ranch would remain as an agricultural use area. The Pacific shoreline sites within the coastal resource areas would remain either coastal visitor-serving commercial, coastal recreation, or coastal open space/passive recreation uses.

The GP/CLUP land use map incorporates the approved Ellwood-Devereux Open Space. The Ellwood-Devereux Open Space area within Goleta is a part of a planned contiguous open space area of over 650 acres along or near the Pacific shoreline. This larger

multi-jurisdictional open space area includes UCSB and County lands. The Ellwood-Devereux project has already been approved by the City, and therefore is not considered to be an impact associated with implementation of the GP/CLUP.

Impact 3.1-2b: Impacts to the Visual Character of Natural Open Space and Agricultural Areas.

Natural open space and agricultural areas that represent scenic resources within the City could be adversely impacted with implementation of the GP/CLUP. The open space/passive recreation land-use designation would cover the entire Lake Los Carneros Natural and Historic Preserve. Bishop Ranch would be designated for Agriculture under the proposed GP/CLUP land use plan. Other agricultural parcels throughout the City would also remain in agricultural use, except for 55.7 acres of existing agriculture that would be designated for urban-type uses. These sites include: a 6.6-acre parcel and a 9.4-acre parcel in the northeast part of the City that are surrounded by residential development and are planned for single-family residential; a 21.2-acre parcel in the southeastern portion of the City north of Hollister Avenue that is planned for medium-density residential (10.26 acres of which is part of an approved but unbuilt project called Sumida Gardens); a 9.4-acre parcel in the western portion of the City of which 3.7 acres are planned for single-family residential; 2.4 acres in the southwestern portion of the City that is planned for business park uses; and 12.2 acres in the southwestern portion of the designated for development of visitor serving commercial uses. These agricultural parcels are surrounded by existing development and the visual character of the area would be altered with the conversion of these parcels to other, more urbanized, uses. Although Policy VH 1, "Scenic Views," supports the protection and preservation of scenic resources including agricultural areas, designation of 55.7 acres of agricultural lands to urban uses still has the potential to result in a significant visual/aesthetic impact because of the subjective nature of design policies.

Impact 3.1-2c: Impacts to the Visual Character of Views of the Santa Ynez Mountains and Foothills.

The majority of the land use designations under the GP/CLUP would not result in long-term significant adverse impacts to the visual character of views of the Santa Ynez Mountains and foothills as seen from the City. No features of the GP/CLUP would extend or modify the physical character of the mountains or foothills to the north of the City boundary or the Bishop Ranch Area. In addition, there are very few vacant lands in the northern half of the City that, if developed, would impact views of the mountains. Nonetheless, the potential for residential development of those sites to adversely impact the visual character of views of the mountains and foothills in a significant manner remains.

Impact 3.1-2d: Impacts to Views from Cathedral Oaks Road, Glen Annie Road, Los Carneros Road North of US-101, and Fairview Avenue.

Scenic corridors and views from Cathedral Oaks Road, Glen Annie Road, and Los Carneros Road north of US-101 could be adversely impacted by implementation of the GP/CLUP. A majority of the area adjacent to these roadways is either built out with residential uses or is agricultural or open space associated with Bishop Ranch, and Los Carneros Preserve. Although new office and institutional uses proposed by the GP/CLUP in the vicinity of the scenic corridor along Los Carneros Road north of US-101 would be a visual extension of existing development in this area, this future development still has potential to result in significant impacts on such view corridors because design policies are subjective.

Land use designations in areas characterized by existing commercial uses immediately north of US-101 in the vicinity of Fairview Avenue would be modified to allow for additional residential development. The addition of residential development in this location is not expected to substantially change the character of the area or adversely impact northerly or southerly views from Fairview Avenue. In addition, Policy VH 2, "Local Scenic Corridors," includes measures to

protect views along scenic corridors. However, due to the subjective nature of design policies, the potential for significant adverse impacts to occur as a result of such development cannot be dismissed.

***GP/CLUP Policies That Reduce Impacts***

Policies That Would Reduce Impact 3.1-1, but Not to a Level of Insignificance. The Visual and Historic Resources Element proposes the following policies intended to preserve and enhance visual resources and scenic views within the City, including views from Hollister Avenue and City Gateways. These policies would reduce impacts to scenic views and City Gateways associated with the GP/CLUP, but not to a less-than-significant level.

- Policy VH 1: Scenic Views
- Policy VH 2: Local Scenic Corridors
- Policy VH 4: Design Review

A discussion of how the policies reduce impacts to views from scenic corridors and key viewpoints is provided below.

GP/CLUP Policies that Apply to Impact 3.1-1a. Views from Hollister Avenue that may be adversely impacted by future development of vacant land north of Hollister Avenue would be reduced by implementation of GP/CLUP Policies VH 2 and VH 4, but not to a less-than-significant level. As described above, the GP/CLUP policies require that development not degrade or obstruct views of scenic areas. By promoting development that minimizes the scale and height of structures located adjacent to scenic corridors, and considering the existing developed character of the area north of Hollister Avenue, implementation of GP/CLUP policies would reduce the potential impacts of future development to views from Hollister Avenue, but not to a level of insignificance.

GP/CLUP Policies that Apply to Impact 3.1-1b. Potential adverse impacts to the visual character of City gateways would be reduced but not to a less-than-significant level by implementation of GP/CLUP Policies VH 2 and VH 4. These policies call for enhancement of prominent gateways through landscaping and pedestrian amenities. Policies related to preservation of the visual character of scenic corridors and to views of visual resources within the City would reduce potential impacts of future development along the scenic corridors, but not to a less-than-significant level.

Policies That Would Reduce Impact 3.1-2, but Not to a Level of Insignificance. The Visual and Historic Resources Element proposes the following policies intended to preserve the overall community character of the City.

- Policy VH 1: Scenic Views
- Policy VH 3: Community Character
- Policy VH 4: Design Review

These policies would promote the preservation of community character by requiring that new development be compatible with existing architectural styles of adjacent development, except where poor quality design already exists. 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. The character of public open

spaces would be enhanced by creating well-defined community outdoor gathering places that incorporate focal points such as parks, fountains, public art, and/or landscape features. Overall, these policies would reduce impacts to visual character resulting from buildout of the GP/CLUP, but not to a less-than-significant level.

### **2.1.3 Mitigation Measure Summary**

No modifications to GP/CLUP policies are required, nor is additional mitigation identified.

### **2.1.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP, but that specific economic, legal, social, technological, or other considerations outweigh the unavoidable adverse environmental effects. As such, the residual environmental effects may be considered acceptable.

## 2.2 AGRICULTURE AND FARMLAND

### 2.2.1 Significant Impacts

Two Agriculture and Farmland Class I impacts have been identified relating to conversion of agricultural land and loss or impairment of agricultural productivity. These impact can be reduced through policies in the GP/CLUP, but not to a level below significance. No additional mitigation has been identified. These impacts are as follows:

**Impact 3.2-1. Conversion of Agricultural Land and Loss or Impairment of Agricultural Productivity.** Buildout under the GP/CLUP of proposed sites for new residential development and other uses such as commercial and recreation would result in the conversion of 55.7 acres of agricultural land and the loss of a large amount of agricultural productivity, resulting in 353.3 acres of remaining agricultural land in the City. Of the agricultural land that would not be converted, only 11.6 acres (Fairview Gardens) are permanently preserved. This conversion of agricultural land would constitute a significant impact by permanently eliminating these lands from agricultural production.

**Impact 3.2-4 Cumulative Loss of Agricultural Land.** The GP/CLUP would result in the conversion of Prime Farmland and other valuable agricultural lands to nonagricultural use. Many of the other areas where the cumulative projects are located also contain prime farmland, prime soils, and are zoned and/or designated for agricultural uses. Viable agricultural land is becoming scarcer in California, and the South Coast is one of the most important regions economically and physically for agricultural production in the State. The competing growth pressures in the region have led to rapid conversion of agricultural lands in the City, County, and throughout the South Coast. The conversion of approximately 29 acres of important farmland that are currently in active agricultural production represents a significant impact. When combined with other cumulative development projects, the effects are exacerbated. Therefore, the conversion of agricultural land resulting from buildout under the GP/CLUP would represent a significant and unavoidable (Class I) contribution to cumulative impacts on agricultural resources.

### 2.2.2 Facts Supporting the Impact Findings

#### **Overview**

In the Goleta Valley, and specifically in the City of Goleta, urban agriculture (cultivated land within the designated urban boundary line) comprises small active farms of only a few acres to major producers of 100 acres or more. The agricultural land that still remains in the Goleta area provides a multitude of benefits for area residents. Agricultural uses in the foothill areas provide a scenic visual backdrop for the City, and open rangeland and orchards provide a healthy habitat for a variety of species to flourish.

#### **Discussion**

Buildout under the GP/CLUP would result in the conversion of approximately 6.5 acres of Prime Farmland and approximately 22 acres of Unique Farmland according to the California Department of Conservation Farmland Mapping and Monitoring Program. The proposed project would also result in the conversion of approximately 6 acres of Class I Soils and approximately 37 acres of Class II Soils. Buildout under the Plan would not result in the conversion of any Williamson Act Contract Lands or other agricultural preserve areas.

**GP/CLUP Policies That Reduce Impacts**

Policies That Would Reduce Impact 3.2-1, but Not to a Level of Insignificance. Policies and objectives incorporated into the GP/CLUP intended to preserve and protect agricultural resources include:

- Policy CE 11: Preservation of Agricultural Lands

A discussion of how the policies reduce impacts relating to conversion of agricultural land and loss or impairment of agricultural productivity is provided below.

Policy CE 11 acts to promote and retain Goleta's agricultural heritage by conserving existing agricultural resources for future generations and supporting agricultural production by minimizing activities and uses that may conflict with agricultural use of the land. Conversion of agricultural lands as designated on the GP/CLUP Land Use Plan Map (Figure 2-1) to other uses is not be allowed and those lands designated for agriculture within the urban boundary are preserved for agricultural use.

The conversion of agricultural land that is not designated as agriculture on the GP/CLUP Land Use Plan Map (Figure 2-1) does not advance GP/CLUP Goal #3 in the Land Use Element and Goal #8 in the Conservation Element. Though the incorporation and implementation of these policies and objectives would help to discourage further conversion of agricultural lands to noncompatible uses, the loss of agricultural land resulting from buildout of the proposed land uses in the GP/CLUP would remain significant and unavoidable.

**2.2.3 Mitigation Measure Summary**

No mitigation is identified.

**2.2.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP, but that specific economic, legal, social, technological, or other considerations outweigh the unavoidable adverse environmental effects. As such, the residual environmental effects may be considered acceptable.

## 2.3 AIR QUALITY

### 2.3.1 Significant Impacts

One Air Quality Class I impacts has been identified relating to the cumulative air emissions from vehicle and nonvehicle operations. This impact can be reduced through policies in the GP/CLUP, but not to a level below significance. No additional mitigation has been identified. This impact is as follows:

#### *Impact 3.3-5. Cumulative ROG and NO<sub>x</sub> Emissions*

Emissions of ROG and NO<sub>x</sub> from Citywide vehicle and nonvehicle operations resulting from buildout under the GP/CLUP would result in a significant contribution to cumulative increases in air emissions within the South Central Coast Air Basin, thereby adversely effecting the ability of all the various local agencies to achieve the goals and objectives of the 2004 County CAP. Santa Barbara County is currently in nonattainment of State standards for ozone emissions, and any project-generated new ozone precursor (ROG and NO<sub>x</sub>) emissions could exacerbate such nonattainment. As such, the project's contribution to cumulative levels of ozone emission would be significant and unavoidable (Class I).

This impact also applies to the future City service areas.

### 2.3.2 Facts Supporting the Impact Findings

#### **Overview**

Goleta is located within the South Central Coast Air Basin. Air quality measurements indicate that the South Central Coast Air Basin is a "nonattainment" area for the federal and state standards for ozone and suspended particulate matter 10 micrometers or less in size (PM10). However, the air basin is in an "attainment" area for all other federal and state air quality standards. Although air quality in the city is generally characterized as acceptable, vehicular traffic produces more than half of the onshore smog-forming pollution in Santa Barbara County and is a major contributor of PM10 and toxic air pollution. Other sources of air pollution include the Venoco Ellwood Onshore Oil and Gas Processing Facility as well as, offshore oil and gas production and transport activities, natural oil seeps, and ship traffic in the Santa Barbara Channel.

#### **Discussion**

Construction activity that would be accommodated over the next 20 years under the GP/CLUP land use scenario would cause temporary emissions of criteria pollutants. Criteria pollutants such as ROG and NO<sub>x</sub> would be emitted by the operation of construction equipment and vehicle traffic. Emissions of ROG and NO<sub>x</sub> from Citywide vehicle and nonvehicle operations resulting from buildout under the GP/CLUP would result in a significant contribution to cumulative increases in air emissions within the South Central Coast Air Basin, thereby adversely effecting the ability of all the various local agencies to achieve the goals and objectives of the 2004 County CAP. Santa Barbara County is currently in nonattainment of State standards for ozone emissions, and any project-generated new ozone precursor (ROG and NO<sub>x</sub>) emissions could exacerbate such nonattainment. As such, the project's contribution to cumulative levels of ozone emission would be significant and unavoidable (Class I).

### 2.3.3 Mitigation Measure Summary

Not applicable.

### **2.3.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP, but that specific economic, legal, social, technological, or other considerations outweigh the unavoidable adverse environmental effects. As such, the residual environmental effects may be considered acceptable.



## **2.4 BIOLOGICAL RESOURCES**

### **2.4.1 Significant Impacts**

There are no Class I impacts to biological resources associated with implementation of the City's GP/CLUP.

### **2.4.2 Facts Supporting the Impact Findings**

Not applicable.

### **2.4.3 Mitigation Measure Summary**

Not applicable.

### **2.4.4 Findings**

Not applicable.

## **2.5 CULTURAL RESOURCES**

### **2.5.1 Significant Impacts**

There are no Class I impacts to cultural resources associated with implementation of the City's GP/CLUP.

### **2.5.2 Facts Supporting the Impact Findings**

Not applicable.

### **2.5.3 Mitigation Measure Summary**

Not applicable.

### **2.5.4 Findings**

Not applicable.

## **2.6 GEOLOGY, SOILS, AND MINERAL RESOURCES**

### **2.6.1 Significant Impacts**

There are no Class I impacts to geology, soils, and mineral resources associated with implementation of the City's GP/CLUP.

### **2.6.2 Facts Supporting the Impact Findings**

Not applicable.

### **2.6.3 Mitigation Measure Summary**

Not applicable.

### **2.6.4 Findings**

Not applicable.

## 2.7 HAZARDS AND HAZARDOUS MATERIALS

### 2.7.1 Significant Impacts

Two Hazards and Hazardous Materials Class I impacts have been identified relating to risk of upset at Venoco facilities, and transport of hazardous materials through the City. These impacts can be reduced through policies in the GP/CLUP, but not to levels below significance. No additional mitigation has been identified. The impacts are as follows:

**Impact 3.7-1. Risk of Upset at Venoco Facilities.** The main risk to the existing and GP/CLUP buildout population from the Ellwood Oil Facility (EOF) is due to the separation and storage of LPG and NGL. These gas liquids produce large flame jets or BLEVEs which if released can affect a large area. Potential new populations closest to the EOF would be expected to be at greater risk to released BLEVEs than those populations further away, and the overall risk would be expected to increase following buildout as more population in closer proximity to the EOF is introduced.

**Impact 3.7-2. Transport.** US-101, SR-217, Hollister Avenue, and the Union Pacific Railroad tracks all pass near high-density residential and commercial areas. These transport lanes can be used to transport hazardous materials to and through the City. Although there are no specific factors to provoke a release of these materials, there is inherent risk associated with the transport of hazardous materials that is enhanced by the close proximity to the community. Hazards include the risk of a trucking or rail accident and subsequent release of hazardous materials. These hazards are considered significant.

### 2.7.2 Facts Supporting the Impact Findings

#### **Overview**

Existing and potential hazards relevant to the City of Goleta include: hazards associated with naturally occurring phenomenon such as fire; hazards associated with the use, storage, transportation, and manufacturing of hazardous materials as well as the generation and management of hazardous wastes; and man-made hazards associated the Santa Barbara Municipal Airport and electricity generation and transmission (i.e., electromagnetic fields).

The GP/CLUP was analyzed with respect to potential buildout that would result in potential public safety hazards caused by the presence, use, manufacture, or transport of hazardous materials within the City. Available site investigation reports were reviewed to assess whether potential hazardous materials release sites exist within the City and, if so, to assess the status of those sites. A qualitative assessment of potential impacts on the community was then made based on the location and condition of the sites and on the current and planned uses of the location. To evaluate impacts on the environment, the risk of upset impact analysis (focused on impacts to humans) assessed potential impacts from accidents, explosions, and other releases.

Impacts to public safety from hazards and hazardous materials and wastes due to upset conditions, accidental releases, or natural phenomena have been evaluated in relation to the GP/CLUP. Corresponding policies and elements assess the adequacy to which the GP/CLUP and the corresponding policies and elements address hazards and hazardous materials related impacts. No quantitative analysis of the risk potential was performed for this report.

**Discussion**

**Impact 3.7-1. Risk of Upset at Venoco Facilities.** A QRA was required by the Santa Barbara County Fire Department in compliance with Cal ARP for the EOF and Platform Holly; Venoco conducted the QRA for these facilities in 2000. As a result of the QRA, a number of risk-reducing measures were developed to reduce the overall risk from the EOF. The measures included items such as fireproofing the LPG and NGL tanks to reduce the rate of vessel failures due to fire impingement and the installation of remotely operated flow valves and flow orifices to reduce flows in the event of an equipment leak or rupture. The risk-reducing measures identified in the QRA and implemented between 2000 and 2003 have substantially reduced the level of risk associated with the EOF; however, the hazards resulting from an upset condition at the EOF would remain significant.

Platform Holly does not store large quantities of flammable gas liquids and therefore has smaller hazard zones than the EOF. This, combined with the low populations around Platform Holly (boats only), produces an acceptable level of risk. None of the serious injury or fatality hazard zones associated with Platform Holly extends onshore.

Two idle wells, one for oil production and one for wastewater injection, and related piers exist in State tidelands at the Pacific shoreline below the Sandpiper Golf Course property. S.L. 421 is served by several onshore facilities, including pipelines and an access road protected by a riprap seawall at the base of the bluff. Venoco has an interest in recommissioning production at the idled oil well, and if permitted, is contemplating oil separation processes at the pier prior to the EOF. Production has been idled since 1994 when the former owner/operator stopped operations following a pipeline rupture and oil spill. It is the City's intent that oil production not be recommenced at S.L. 421 because of the potential environmental hazards and the impacts to visual resources and recreation at the beach, and possibly to the future proposed development planned located near S.L. 421. If resumption of production is considered for approval, the City contends in Part b. of Policy LU 10.4 that on-pier processing of the oil at the site within the tidal zone should not be approved unless it is demonstrated that there is no feasible and less environmentally damaging alternative to processing on the pier. The development of new processing facilities over the sea would result in an increased and unacceptable level of risk of environmental damage.

The recommissioning of the oil production well would create risks to marine and land resources, and neighboring populations associated with spills, leaks, or pipeline ruptures. Impacts would be significant and unavoidable if releases occurred during oil separation processes at the pier; such risks are discussed above. Pursuant to Policy SE 8.6, a QRA would be required by the City to evaluate the risks associated with oil processing at the pier and the transfer of separated oil and water by pipeline to the EOF. Due to its proximity to marine habitat, residential, and recreational areas, hazards associated with recommencing oil production at S.L. 421 are considered significant. The hazards would be somewhat reduced by Policy LU 10.4b, although they would remain significant.

**Impact 3.7-2. Transport.** The severity of an accidental release would depend greatly on the amount and characteristics of the hazardous material released. The overall risk associated with transport of hazardous materials would be expected to increase following buildout as more population in closer proximity to the transportation routes is introduced. Conformance with DOT and Caltrans regulations pertaining to the transport of hazardous materials along with the County's Multi-Jurisdictional Hazard Mitigation Plan would be expected to reduce but not fully mitigate such impacts.

***GP/CLUP Policies That Reduce Impacts***

Policies That Would Reduce Impact 3.7-1, but Not to a Level of Insignificance. Hazards associated with the risk of upset at the Venoco Facilities represent a significant impact. GP/CLUP policies and subpolicies listed below would help reduce the impacts by reducing the likelihood of an upset and/or the impacts resulting from upset. Impacts, however, would remain significant.

- Policy LU 10: Energy-Related On- and Off-Shore Uses
  - LU 10-4b: State Lands Commission Lease 421
- Policy SE 1: Safety in General
  - SE 1.2: Guidelines for Siting Highly Sensitive Uses and Critical Facilities
- Policy SE 8: Oil and Gas Industry Hazards
  - SE 8.1: Nonconforming Status of EOF
  - SE 8.2: Consideration of Offshore Gas Processing
  - SE 8.3: Annual Safety Audits Required
  - SE 8.4: Enhanced Preparedness for Hydrogen Sulfide Release
  - SE 8.6: Quantitative Risk Assessment
  - SE 8.7: Routing of Gas Pipelines
  - SE 8.8: Development near Gas Pipelines
  - SE 8.9: Safety Requirements for New Petroleum Pipelines
  - SE 8.10: Safety, Inspection, and Maintenance of Oil and Gas Pipelines
  - SE 8.11: Safety Measures for Pipelines Transporting Produced Gas
  - SE 8.12: Consultation with Pipeline Operators
  - SE 8.13: Setbacks from Gas Pipelines
  - SE 8.14: Pipeline Burial Depths
  - SE 8.15: Pipeline Marking and Warning
- Policy SE 11: Emergency Preparedness
  - SE 11.1: Education and Awareness Programs
  - SE 11.2: Improved Information Transfer during Emergencies
  - SE 11.4: Incorporation of Emergency Response Plans into GIS
  - SE 11.5: Monitoring of Trends and Improvements in Emergency Preparedness

Policies That Would Reduce Impact 3.7-2, but Not to a Level of Insignificance. Additionally, the GP/CLUP policies below would help reduce hazards associated with transportation of hazardous materials. These policies would help reduce these impacts by reducing the likelihood of an upset and/or the impacts resulting from upset. Impacts would, however, remain significant.

- Policy SE 8: Oil and Gas Industry Hazards
  - SE 8.2: Consideration of Offshore Gas Processing
  - SE 8.3: Annual Safety Audits Required

- SE 8.4: Enhanced Preparedness for Hydrogen Sulfide Release
- SE 8.6: Quantitative Risk Assessment
- SE 8.10: Safety, Inspection, and Maintenance of Oil and Gas Pipelines
- Policy SE 10: Hazardous Materials and Facilities
  - SE 10.1: Identification of Hazardous Materials Facilities
  - SE 10.2: Compliance with Law
  - SE 10.4: Prohibition on New Facilities Posing Unacceptable Risks
- Policy SE 11: Emergency Preparedness
  - SE 11.1: Education and Awareness Programs
  - SE 11.2: Improved Information Transfer during Emergencies
  - SE 11.4: Incorporation of Emergency Response Plans into GIS
  - SE 11.5: Monitoring of Trends and Improvements in Emergency Preparedness

### **2.7.3 Mitigation Measure Summary**

No modifications to GP/CLUP policies are required, nor is additional mitigation identified.

### **2.7.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP, but that specific economic, legal, social, technological, or other considerations outweigh the unavoidable adverse environmental effects. As such, the residual environmental effects may be considered acceptable.

## **2.8 POPULATION AND HOUSING**

### **2.8.1 Significant Impacts**

There are no Class I impacts to population and housing associated with implementation of the City's GP/CLUP.

### **2.8.2 Facts Supporting the Impact Findings**

Not applicable.

### **2.8.3 Mitigation Measure Summary**

Not applicable.

### **2.8.4 Findings**

Not applicable.



## 2.9 WATER RESOURCES

### 2.9.1 Significant Impacts

One Water Resources Class I impact has been identified relating to cumulative water quality impacts from discharge to surface water bodies where water bodies are 303(d) listed. This impact can be reduced through policies in the GP/CLUP, but not to a level below significance. No additional mitigation has been identified. The impact is as follows:

**Impact 3.9-9. Water Quality Impacts from Discharge to Surface Water Bodies Where Water Bodies Are 303(d) Listed.** Goleta Slough has been listed under Section 303(d) of the CWA as impaired for the following constituents: metals; pathogens; priority organics; and sedimentation/siltation. Under this impairment, the Goleta Slough has no remaining assimilative capacity or ability to accommodate additional quantities of these contaminants, irrespective of concentration. These constituents could be gathered from lawn runoff, rooftops, construction areas, and even indoor household runoff. While concentration of constituents in the discharge from any new development is anticipated to be relatively low, this small increase is still considered a significant contribution to cumulative impacts on Goleta Slough.

This impact also applies to the future City service areas.

### 2.9.2 Facts Supporting the Impact Findings

#### *Overview*

Within Goleta, 12 creeks drain from the foothills south to the Pacific Ocean. Most of the creeks exhibit intermittent, seasonal flows, and creek conditions vary greatly. Two creeks, Bell Canyon Creek and Tecolote Creek, form small coastal lagoons at the Pacific Ocean. Sections of some creeks are channelized to provide conveyance for flood flows such as along El Encanto, San Pedro, and Tecolotito Creeks. Creeks in areas subject to human disturbance have impaired water quality and lower biological diversity. With the exception of Bell Canyon and Tecolote Creeks, the creeks within the city drain to one of two sloughs located to the south of the city boundary: Goleta Slough and Devereux Slough. There are 640 acres (about one square mile) within the FEMA-designated 100 year flood plain within Goleta. This is approximately 12 percent of the entire area of the city.

#### *Discussion*

Impact 3.9-9. Water Quality Impacts from Discharge to Surface Water Bodies Where Water Bodies Are 303(d) Listed. While the TMDL process will ultimately address the impairments and develop a plan for reducing the input of contaminants, the process is in its beginning stages and will not be complete until well into the planning horizon of the GP/CLUP. Other measures taken in compliance with the Clean Water Act, such as adherence to the requirements of relevant NPDES permits, would also reduce impacts.

#### ***GP/CLUP Policies That Reduce Impacts***

Policies That Would Reduce Impact 3.9-9, but Not to a Level of Insignificance. The GP/CLUP contains multiple policies that would help reduce the subject contaminants. In particular, Policy CE 10, "Watershed Management and Water Quality," would help alleviate sedimentation and siltation issues. Implementation of the GP/CLUP policies listed below would therefore reduce such impacts. However, because none of these policies would ensure that there is no

cumulative loading of these contaminants to Goleta Slough, they would not reduce project contributions to cumulative impacts on Goleta Slough to a less-than-significant level.

- Policy CE 2: Protection of Creeks and Riparian Areas
- Policy CE 6: Protection of Marine Habitat Areas
- Policy CE 7: Protection of Beach and Shoreline Habitats
- Policy CE 10: Watershed Management and Water Quality
- Policy SE 8: Oil and Gas Industry Hazards
- Policy SE 10: Hazardous Materials and Facilities
- Policy LU 10: Energy-Related On- and Off-Shore Uses
- Policy TE 6: Street Design and Streetscape Character

### **2.9.3 Mitigation Measure Summary**

As described under the Cumulative Impact discussion above, Goleta Slough has no remaining assimilative capacity or ability to accommodate additional quantities of metals, pathogens, priority organics, and sediment/silt, irrespective of concentration. Additional inputs of these constituents from new development in the City planning area would result in a significant contribution to cumulative impacts on Goleta Slough. The GP/CLUP contains multiple policies that would help reduce these contaminants. However, because none of these policies would ensure that there is no cumulative loading of these contaminants to Goleta Slough, they would not reduce project contributions to cumulative impacts on Goleta Slough to a less-than-significant level. Therefore, project contributions to cumulative impacts on Goleta Slough would be considered significant and unavoidable.

### **2.9.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP, but that specific economic, legal, social, technological, or other considerations outweigh the unavoidable adverse environmental effects. As such, the residual environmental effects may be considered acceptable.

## **2.10 LAND USE AND RECREATION**

### **2.10.1 Significant Impacts**

There are no Class I impacts to Land Use and Recreation associated with implementation of the City's GP/CLUP.

### **2.10.2 Facts Supporting the Impact Findings**

Not applicable.

### **2.10.3 Mitigation Measure Summary**

Not applicable.

### **2.10.4 Findings**

Not applicable.

## 2.11 NOISE

### 2.11.1 Significant Impacts

Six Noise Class I impacts have been identified relating to: exposure of noise sensitive land uses to noise from single-event and nuisance noise sources; exposure of existing or planned noise sensitive receptors uses to increased noise; exposure of proposed noise sensitive land uses to traffic noise; exposure of proposed noise sensitive land uses to railway noise; and exposure of noise sensitive land uses to industrial and other point sources. These impacts can be reduced through policies in the GP/CLUP, but not to levels below significance. No additional mitigation has been identified. The impacts are as follows:

**Impact 3.11-1. Exposure of Noise Sensitive Land Uses to Noise from Single-Event and Nuisance Noise Sources.** Noise sensitive land uses in the City may be exposed to significant single-event and nuisance noise sources. These noise sources may include construction and maintenance activities, delivery and pickup activities, playgrounds, athletic fields, schools, resorts, and special events. Temporary nuisance noise would be expected as a result of construction associated with GP/CLUP buildout.

**Impact 3.11-2. Exposure of Existing or Planned Noise Sensitive Receptors Uses to Increased Noise.** With adoption of the GP/CLUP, traffic volumes on some streets would increase relative to volumes that would occur under the No Action Alternative. Potentially significant noise impacts could occur where traffic noise on adjacent parcels is predicted to increase under the GP/CLUP to a level that exceeds 65 dBA CNEL, or where interior noise levels exceed 45 dBA CNEL.

**Impact 3.11-3. Exposure of Proposed Noise Sensitive Land Uses to Traffic Noise.** Under the GP/CLUP, a number of areas planned for development of noise sensitive land uses could be exposed to traffic noise exceeding 65 dBA CNEL. Assuming nominal exterior-to-interior noise reduction of 20 dB, these noise sensitive land uses could also be exposed to interior noise exceeding 45 dBA CNEL. This impact is therefore considered to be significant.

**Impact 3.11-4. Exposure of Proposed Noise Sensitive Land Uses to Railway Noise.** Under the GP/CLUP, a number of areas planned for residential development could be to be exposed to railroad noise exceeding 65 dBA CNEL. Assuming nominal exterior-to-interior noise reduction of 20 dB, these residential land uses could also be exposed to interior noise exceeding 45 dBA CNEL. This impact is therefore considered to be significant.

**Impact 3.11.5. Exposure of Noise Sensitive Land Uses to Industrial and Other Point Sources.** Equipment and activities at the Venoco Ellwood facility and other commercial and industrial properties in the City may result in noise that exceeds 65 dBA CNEL at existing or planned noise sensitive land uses. This impact is considered to be significant.

**Impact 3.11-7. Cumulative Traffic Noise.** The traffic noise modeling results for 2030 presented in the FEIR include the effects of cumulative development in and around the City. Adoption of the GP/CLUP is predicted to increase traffic volumes on some streets relative to volumes that would otherwise occur under the No Action Alternative. Significant cumulative traffic noise is considered to occur along roadways with adjacent residential uses where traffic noise is predicted to exceed 65 CNEL.

Cumulative noise impacts identified under Impact 3.11-7 would also apply to the future City service areas.

## 2.11.2 Facts Supporting the Impact Findings

### **Overview**

Transportation systems are the dominant mobile noise source in Goleta. Noise related to vehicular and rail traffic, as well as activities at the Santa Barbara Municipal Airport, contributes most significantly to the local noise environment. Stationary noise sources include industrial noise, and commercial and residential-related noise.

### **Discussion**

Impact 3.11-1. Exposure of Noise Sensitive Land Uses to Noise from Single-Event and Nuisance Noise Sources. Noise from single-event and nuisance sources is by its very nature, short term. With future development in the City, noise sensitive land uses could be located within 1,600 feet of construction activities outside the hours of 8:00 a.m. to 5:00 p.m. on weekdays. Other single-event activities could result in significant adverse noise effects..

Impact 3.11-2. Exposure of Existing or Planned Noise Sensitive Receptors Uses to Increased Noise. Adoption of the GP/CLUP is not anticipated to increase aircraft, train, commercial, or industrial operations in the City. However, there are a number of roadways where traffic noise on adjacent parcels is predicted to increase under the GP/CLUP to a level that exceeds 65 dBA CNEL. This includes the following roadway segments:

- Cathedral Oaks Road east of Patterson Avenue
- Cathedral Oaks Road east of Ribera Avenue
- Fairview Avenue north of Hollister Avenue
- Hollister Avenue west of Pacific Oaks Drive
- Hollister Avenue west of Storke Drive
- Hollister Avenue west of Los Carneros Road
- Hollister Avenue west of Cremona Drive
- Hollister Avenue west of Los Carneros Way
- Hollister Avenue west of La Patera Lane
- Hollister Avenue west of Dearborn Place
- Hollister Avenue west of Lasson Drive
- Storke Road north of Marketplace Drive
- Storke Road north of Phelps Road

Assuming nominal exterior-to-interior noise reduction of 20 dB, interior noise levels could also increase to exceed 45 dBA CNEL.

Impact 3.11-3. Exposure of Proposed Noise Sensitive Land Uses to Traffic Noise. The FEIR summarizes predicted traffic noise levels in the City under existing conditions, 2030 conditions under the No Project Alternative, and with buildout of the GP/CLUP. A comparison of the traffic noise contours to locations of proposed residential projects and sites suitable for residential development indicates that under the GP/CLUP, a number of areas planned for development of

noise sensitive land uses could be exposed to traffic noise exceeding 65 dBA CNEL. This includes Areas 2 and 9 depicted in GP/CLUP Figure 10A-2 and all of the potential residential areas depicted in GP/CLUP Figure 10A-3. Assuming nominal exterior-to-interior noise reduction of 20 dB, these noise sensitive land uses could also be exposed to interior noise exceeding 45 dBA CNEL.

Impact 3.11-4. Exposure of Proposed Noise Sensitive Land Uses to Railway Noise. The FEIR depicts railway noise contours under 2030 conditions. A comparison of the railroad noise contours to locations of pending residential projects and sites suitable for residential development shown in the GP/CLUP indicates that under the GP/CLUP, a number of areas planned for residential development could be to be exposed to railroad noise exceeding 65 dBA CNEL. This includes Areas 2 and 9 depicted in GP/CLUP Figure 10A-2 and Areas 7, 9, 20, 21, 22, 23, 25, 28, 32, 34, and 37 depicted in GP/CLUP Figure 10A-3. Assuming nominal exterior-to-interior noise reduction of 20 dB, these residential land uses could also be exposed to interior noise exceeding 45 dBA CNEL.

Impact 3.11.5. Exposure of Noise Sensitive Land Uses to Industrial and Other Point Sources. The nature and intensity of noise generated by commercial and industrial uses is dependent upon various factors, including the type of use or activity, the equipment and processes employed, and hours of operation. Ground-mounted or rooftop air compressors, air conditioning units, and refrigeration equipment are a common source of industrial- or commercial-related noise, as is noise from delivery trucks. Under the GP/CLUP, a number of areas planned for residential development could be exposed to commercial or industrial noise exceeding 65 dBA CNEL.

The Venoco Ellwood Onshore Oil and Gas Processing Facility is a large industrial facility that generates noise that comes primarily from compressors and heater-treater units. Noise from the facility exceeds 65 dBA CNEL at certain locations along its property line. Ordinance 2919, Venoco's Development Plan permit, requires that sound levels not exceed 65 dBA CNEL at public receptor locations and not exceed 70 dBA at the perimeter of the facility. Site 37 identified in the GP/CLUP has potential to be exposed to significant noise levels from the Venoco facility.

Impact 3.11-7. Cumulative Traffic Noise. Adoption of the GP/CLUP is not anticipated to increase aircraft, train, commercial, or industrial operations in the City. Accordingly, cumulative noise effects related to the adoption of the GP/CLUP are expected to be limited to noise effects from associated traffic. Implementation of the GP/CLUP is considered to contribute to significant cumulative traffic noise if it would cause an increase in noise along one of these roadways. Implementation of the GP/CLUP is predicted to increase noise along the following roadway segments where there are adjacent residential uses and where noise is predicted to exceed 65 CNEL:

- Cathedral Oaks Road east of Patterson Avenue
- Cathedral Oaks Road east of Ribera Avenue
- Fairview Avenue north of Hollister Avenue
- Hollister Avenue west of Pacific Oaks Drive
- Storke Road north of Marketplace Drive
- Storke Road north of Phelps Road

***GP/CLUP Policies That Reduce Impacts***

Policies That Would Reduce Impact 3.11-1, but Not to a Level of Insignificance. Implementation of the following GP/CLUP policies will place specific limits on when single-event and nuisance noise sources can occur and how loud they can be. These policies also place specific limits on noise from construction activity. Implementation of these policies is therefore expected to reduce noise impacts from these sources to a less-than-significant level for most situations. It is, however, likely that there will be occasional instances where practical limitations will preclude reducing noise to a less-than-significant level. This impact is therefore considered to be significant and unavoidable.

- Policy NE 1: Noise and Land Use Compatibility Standards
- Policy NE 6: Single-Event and Nuisance Noise
- Policy NE 7: Design Criteria to Attenuate Noise

Policies That Would Reduce Impact 3.11-2, but Not to a Level of Insignificance. Implementation of the following GP/CLUP policies will help to limit increases in traffic noise along existing roadways. Synchronization of lights will improve traffic flow and reduce the number of vehicle stops and starts along roadway segments. Use of alternative paving materials will reduce tire noise. Programs to promote public transit and high-occupancy vehicles will reduce traffic volumes and thus traffic noise. Implementation of these policies is therefore expected to reduce increases in traffic noise that will result from implementation of the GP/CLUP to a less-than-significant level for many situations. It is, however, likely that projected increases in noise will remain in some cases that will preclude reducing noise increases to a less-than-significant level. This impact is therefore considered to be significant and unavoidable.

- Policy NE 2: Traffic Noise Sources
- Policy NE 7: Design Criteria to Attenuate Noise

Policies That Would Reduce Impact 3.11-3, but Not to a Level of Insignificance. Implementation of the following GP/CLUP policies will require mitigation where feasible, and may, in some cases, extensively limit development in order to limit the exposure of noise sensitive uses to traffic noise that exceeds the City's noise compatibility standards for noise sensitive uses. Implementation of these policies is therefore expected to reduce noise impacts to a less-than-significant level for most situations. It is, however, likely that there will be occasional instances where practical limitations will preclude reducing noise impacts to a less-than-significant level. This impact is therefore considered to be significant and unavoidable.

- Policy NE 1: Noise and Land Use Compatibility Standards
- Policy NE 2: Traffic Noise Sources
- Policy NE 7: Design Criteria to Attenuate Noise

Policies That Would Reduce Impact 3.11-4, but Not to a Level of Insignificance. Implementation of the following GP/CLUP policies requires mitigation where feasible, and may, in some cases, prohibit development in order to limit the exposure of noise sensitive uses to railroad noise that would exceed the City's noise compatibility standards. Implementation of these policies is therefore expected to reduce this impact to a less-than-significant level for most situations. It is, however, likely that there will be occasional instances where practical limitations will preclude reducing noise impacts to a less-than-significant level. This impact is therefore considered to be significant and unavoidable.

- Policy NE 1: Noise and Land Use Compatibility Standards
- Policy NE 4: Railway Noise
- Policy NE 7: Design Criteria to Attenuate Noise

Policies That Would Reduce Impact 3.11-5, but Not to a Level of Insignificance. Implementation of the following GP/CLUP policies requires mitigation where feasible or prohibits development, to limit the exposure of noise sensitive uses to commercial and industrial noise that would exceed the City's noise compatibility standards. Implementation of these policies is therefore expected to reduce noise impacts to a less-than-significant level for most situations. It is, however, likely that there will be occasional instances where practical limitations will preclude reducing noise impacts to a less-than-significant level. This impact is therefore considered to be significant and unavoidable.

- Policy NE 1: Noise and Land Use Compatibility Standards
- Policy NE 5: Industrial and Other Point Sources
- Policy NE 7: Design Criteria to Attenuate Noise

Policies That Would Reduce Impact 3.11-7, but Not to a Level of Insignificance. Implementation of the following GP/CLUP policies will help to limit increases in traffic noise along existing roadways. As discussed above synchronization of lights will improve traffic flow and reduce the number of vehicle stops and starts along roadway segments. Use of alternative paving materials will reduce tire noise. Programs to promote public transit and high-occupancy vehicles will reduce traffic volumes and thus traffic noise. Implementation of these policies and actions are therefore expected to reduce increases in traffic noise that will result from implementation of the GP/CLUP. However, it is not anticipated the predicted increases in traffic noise will be eliminated. Implementation of the GP/CLUP is therefore considered to contribute to a significant and unavoidable cumulative traffic noise effect.

- Policy NE 2: Traffic Noise Sources
- Policy NE 7: Design Criteria to Attenuate Noise

### **2.11.3 Mitigation Measure Summary**

No modifications to GP/CLUP policies are required, nor is additional mitigation identified.

### **2.11.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP, but that specific economic, legal, social, technological, or other considerations outweigh the unavoidable adverse environmental effects. As such, the residual environmental effects may be considered acceptable.



## **2.12 PUBLIC SERVICES AND UTILITIES**

### **2.12.1 Significant Impacts**

There are no Class I impacts to Public Services and Utilities associated with implementation of the City's GP/CLUP.

### **2.12.2 Facts Supporting the Impact Findings**

Not applicable.

### **2.12.3 Mitigation Measure Summary**

Not applicable.

### **2.12.4 Findings**

Not applicable.

## 2.13 TRANSPORTATION AND CIRCULATION

### 2.13.1 Significant Impacts

One Transportation Class I impact has been identified relating to exceedance of an LOS standard established by local jurisdictions for designated roadways or highways. This impact can be reduced through policies in the GP/CLUP, but not to a level below significance. No additional mitigation has been identified. The impact is as follows:

**Impact 3.13-1. Exceed, Either Individually or Cumulatively, a LOS Standard Established by Local Jurisdictions for Designated Roadways or Highways.** A long-term Class I transportation/circulation impact has been identified for the intersection of Hollister Avenue/Storke Road. This intersection is projected to operate at LOS E under Proposed Land Use Alternative (GP-10), which exceeds the existing CEQA threshold of LOS C. Improvement to LOS D is expected with implementation of recommended transportation improvements (GP-7). Therefore, this is considered a significant and unavoidable (Class I) transportation impact.

In addition, one Transportation Class I impact has been identified for the future City service areas. This impact can be reduced through policies in the GP/CLUP, but not to a level below significance. No modifications to GP/CLUP policies are required, nor is additional mitigation identified. The impact is:

**Impact 4.13-1. Exceed, Either Individually or Cumulatively, a LOS Standard Established by Local Jurisdictions for Designated Roadways or Highways.** A long-term Class I transportation/circulation impact has been identified on the border between Area B and Area C (Cathedral Oaks/Patterson Avenue). LOS D is expected under cumulative conditions with implementation of recommended transportation improvements (GP-7), which would exceed the current adopted standard of LOS C at this intersection. This is considered a significant and unavoidable (Class I) transportation impact.

### 2.13.2 Facts Supporting the Impact Findings

#### **Overview**

The City of Goleta is situated along the U.S. Highway 101 (US-101) and Union Pacific Railroad (UPRR) corridors, which traverse the City from east to west and divide it into northern and southern sections. Transportation in and through the City is provided through a variety of modes, including vehicular traffic, bicycle and pedestrian travel, aviation, and rail. US-101 and State Route 217 (SR-217) are designated as freeways for their entire length in Goleta. Goleta's arterial network includes two east-west arterial roadways that generally parallel the US-101 corridor: Hollister Avenue to the south of the freeway and Cathedral Oaks Road to the north. All major north-south arterials in the City have interchanges with US-101: Patterson Avenue, Fairview Avenue, Los Carneros Road, and Storke-Glen Annie Road. Calle Real is an east-west arterial that runs between Los Carneros Road and Patterson Avenue.

Level of service (LOS) designations measure operational conditions of roadways, taking into consideration such factors as volume, speed, travel time, and delay. LOS standards are used to evaluate the transportation impacts of long-term growth. The City of Goleta has adopted a standard of LOS C, which is applied citywide to major arterials, minor arterials, collector roadways, and signalized intersections. The City's LOS standard is more stringent than the County's regional Congestion Management Program (CMP) standard of LOS D, which applies to City intersections designated as part of the CMP system. GP/CLUP policy subsection 4.2

also lists a modified LOS standard for specific intersections at planned capacity. As of 2005, the Storke-Hollister intersection was the only intersection in the city at “planned capacity,” with the applicable standard defined as LOS D.

### ***Discussion***

Impact 3.13-1. Exceed, Either Individually or Cumulatively, a LOS Standard Established by Local Jurisdictions for Designated Roadways or Highways. GP/CLUP policy subsection TE 4.2 sets the standard at the intersection of Hollister Avenue/Storke Road to LOS D. However, the planned improvements to improve intersection operations at Storke/Hollister under Plan buildout would not improve operations to the level defined in the City’s CEQA significance thresholds. Therefore, this is considered a significant and unavoidable (Class I) transportation impact.

Impact 4.13-1. Exceed, Either Individually or Cumulatively, a LOS Standard Established by Local Jurisdictions for Designated Roadways or Highways. LOS D is expected for the intersection of Cathedral Oaks/Patterson Avenue under cumulative conditions with implementation of recommended transportation improvements (GP-7), which would exceed the current adopted standard of LOS C at this intersection. This is considered a significant and unavoidable (Class I) transportation impact.

### ***GP/CLUP Policies That Reduce Impacts***

Policies That Would Reduce Impact 3.13-1, but Not to a Level of Insignificance. Implementation of the following GP/CLUP policy establishes a standard of LOS D at the intersection of Hollister Avenue/Storke Road. However, the planned improvements to improve intersection operations at Storke/Hollister under Plan buildout would not improve operations to the level defined in the City’s CEQA significance thresholds. Therefore, this is considered a significant and unavoidable (Class I) transportation impact.

- Policy TE 4: Target Level of Service Standards
  - TE 4.2: Modified Level of Service Standard for Specific Intersections at Planned Capacity

Policies That Would Reduce Impact 4.13-1, but Not to a Level of Insignificance. Implementation of the following GP/CLUP policy establishes target level of service standards, but does not accommodate a standard of LOS D at att intersection of Cathedral Oaks/Patterson Avenue. Therefore, this is considered a significant and unavoidable (Class I) transportation impact.

- Policy TE 4: Target Level of Service Standards

### **2.13.3 Mitigation Measure Summary**

No modifications to GP/CLUP policies are required, nor is additional mitigation identified.

### **2.13.4 Findings**

Pursuant to Public Resources Code 21081(a) and State CEQA Guidelines Section 15091(a), the City of Goleta hereby finds that the impacts identified above are substantially lessened by policies incorporated into the GP/CLUP, but that specific economic, legal, social, technological, or other considerations outweigh the unavoidable adverse environmental effects. As such, the residual environmental effects may be considered acceptable.

## **SECTION 3.0 FINDINGS THAT THE IDENTIFIED PROJECT ALTERNATIVES ARE NOT FEASIBLE**

The Final EIR evaluated the alternatives listed below for their potential to reduce or eliminate potentially significant impacts.

- No Project;
- Reduced Development Scenario 1 (Alternative 1); and
- Reduced Development Scenario 2 (Alternative 2).

The key project objectives that are pertinent to this analysis are to:

- ensure a high quality environment by protecting and conserving the community's cultural, historical, natural, and environmental assets, values, and resources;
- provide a sustainable economy that is not solely dependent on growth, but provides for economic prosperity and well-being for current and future residents;
- maintain adequate service standards, including level of service (LOS) on area highways; and
- enable income group opportunities to meet current and future housing needs.

The City Council findings that each of the specified alternatives is infeasible and less desirable than the project, and the alternatives are therefore rejected for the following reasons:

### **3.1 NO PROJECT ALTERNATIVE**

The No Project alternative is defined as the existing conditions plus the projects that had received planning approvals but were not completed prior to preparation of the Draft GP/CLUP. The No Project alternative consists of implementing existing zoning and other City regulations and ordinances continued into the future without a GP/CLUP. The interim plan policies are not part of the No Project alternative because the interim plan measures anticipate the adoption of a GP/CLUP.

Buildout under this alternative would result in an additional 1,327 housing units, and 268,000 square feet of commercial/industrial development. No new parks, open space, or street and highway improvement projects would be constructed under this alternative.

A No Project, or no plan, alternative would be illegal under State law, and even if it were not, would place the City in the position of having no comprehensive long-range policy direction, which could lead to no control over development and degradation of the environment. In addition, the project would achieve none of the project objectives, and would forego all of the benefits associated with the project. For these reasons, the No Project Alternative is considered infeasible and is rejected.

### **3.2 REDUCED DEVELOPMENT SCENARIO 1 (ALTERNATIVE 1)**

The Reduced Development Scenario 1 Alternative considers adoption of the Land Use Element and other GP/CLUP elements with reduced numbers of residences and reduced square footage of commercial and industrial development, in comparison to the proposed GP/CLUP. Buildout under this alternative would result in an additional 3,030 housing units, and an additional 1,215,000 square feet of commercial/industrial development. This alternative includes all of the proposed transportation infrastructure improvements identified for the proposed GP/CLUP. The overall reduction in development potential would incrementally reduce impacts across all environmental issue areas.

Impacts under this alternative would be similar or slightly less than the project; however, this alternative would provide less housing and job opportunities within the City. Therefore, this alternative would not achieve the project objectives and would forego some of the project benefits that are addressed in the Statement of Overriding Considerations. For these reasons, the City of Goleta finds that Reduced Development Scenario 1 is infeasible and less desirable than the proposed project, and is therefore rejected.

### **3.3 REDUCED DEVELOPMENT SCENARIO 2 (ALTERNATIVE 2)**

The Reduced Development Scenario 2 alternative also considers adoption of the Land Use Element and other GP/CLUP elements with reduced numbers of residences, and reduced square footage of commercial and industrial development, in comparison to the proposed GP/CLUP. Land uses proposed under this alternative are similar to, but somewhat different than, Reduced Development Scenario 1. Buildout under this alternative would result in an additional 2,270 housing units, and an additional 1,111,000 square feet of commercial/industrial development. This alternative includes all of the proposed transportation infrastructure improvements identified for the proposed GP/CLUP. The overall reduction in development potential would incrementally reduce impacts across all environmental issue areas.

Impacts under this alternative would be similar or slightly less than the project and Alternative 1; however, this alternative would provide less housing and job opportunities within the City. Therefore, this alternative would not achieve the project objectives and would forego some of the project benefits that are addressed in the Statement of Overriding Considerations. For these reasons, the City of Goleta finds that Reduced Development Scenario 2 is infeasible and less desirable than the proposed project, and is therefore rejected.

## **SECTION 4.0 STATEMENT OF OVERRIDING CONSIDERATIONS**

### **4.1 INTRODUCTION**

CEQA requires the decision-maker to balance, as applicable, the economic, legal, social, technological, or other benefits of the proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered “acceptable” (State CEQA Guidelines Section 15093[a]). However, in such case CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the FEIR or elsewhere in the administrative record (State CEQA Guidelines Section 15093 [b]). The agency’s statement is referred to as a “Statement of Overriding Considerations.”

Pursuant to the State CEQA Guidelines, and to the extent that any impacts from adoption of the GP/CLUP (“Project”) are significant and have not been mitigated to a level of insignificance, the City of Goleta adopts and makes the following Statement of Overriding Considerations regarding the potential unavoidable significant environmental impacts and the anticipated economic, social, and other benefits or considerations of the Project.

### **4.2 SIGNIFICANT ENVIRONMENTAL IMPACTS OF THE PROJECT THAT CANNOT BE MITIGATED TO A LEVEL OF INSIGNIFICANCE**

The project may have significant or certain substantial impacts on the environment that cannot be fully mitigated or avoided. These impacts are identified in the Final EIR. All of the impacts associated with the proposed project, with the exception of significant impacts referenced herein, have been reduced by implementation of GP/CLUP policies or mitigated to the extent considered feasible through the incorporation of mitigation measures. The significant adverse impacts identified herein also have been mitigated to the extent feasible; however, these impacts cannot be fully avoided to a level of less than significant.

The City of Goleta is proposing to approve the GP/CLUP and has prepared and certified a FEIR that satisfies the requirements of CEQA. The following adverse impacts of the project are considered significant and unavoidable based on the DEIR, FEIR, MMRP, and the Findings discussed previously in Sections 1.0 and 2.0 of this document:

#### **4.2.1 City of Goleta Impacts**

##### Aesthetics and Visual Resources

1. Impact 3.1-1. Impacts of GP/CLUP on Visual Resources within the City Including Views from Hollister Avenue and City Gateways
2. Impact 3.1-2. Impacts of GP/CLUP on Citywide Visual Character

##### Agriculture and Farmland

3. Impact 3.2-1. Conversion of Agricultural Land and Loss or Impairment of Agricultural Productivity
4. Impact 3.2.4. Cumulative Loss of Agricultural Lands

##### Air Quality

5. Impact 3.3-5. Cumulative ROG and NOX Emissions

Hazards and Hazardous Materials

6. Impact 3.7-1. Risk of Upset at Venoco Facilities
7. Impact 3.7-2. Transport

Water Resources

8. Impact 3.9-9. Water Quality Impacts from Discharge to Surface Water Bodies Where Water Bodies Are 303(d) Listed

Noise

9. Impact 3.11-1. Exposure of Noise Sensitive Land Uses to Noise from Single-Event and Nuisance Noise Sources
10. Impact 3.11-2. Exposure of Existing or Planned Noise Sensitive Receptors Uses to Increased Noise
11. Impact 3.11-3. Exposure of Proposed Noise Sensitive Land Uses to Traffic Noise
12. Impact 3.11-4. Exposure of Proposed Noise Sensitive Land Uses to Railway Noise
13. Impact 3.11-5. Exposure of Noise Sensitive Land Uses to Industrial and Other Point Sources
14. Impact 3.11-7. Cumulative Traffic Noise

Transportation and Circulation

15. Impact 3.13-1. Exceed, Either Individually or Cumulatively, a LOS Standard Established by Local Jurisdictions for Designated Roadways or Highways

**4.2.2 Future Service Area Impacts**Air Quality

16. Impact 3.3-5. Cumulative ROG and NOX Emissions

Water Resources

17. Impact 3.9-9. Water Quality Impacts from Discharge to Surface Water Bodies Where Water Bodies Are 303(d) Listed

Noise

18. Impact 3.11-7. Cumulative Traffic Noise

Transportation and Circulation

19. Impact 4.13-1. Exceed, Either Individually or Cumulatively, a LOS Standard Established by Local Jurisdictions for Designated Roadways or Highways

The City Council has determined that the project is consistent with applicable plans and policies. Having balanced the benefits of the project against potential significant and unavoidable impacts, the City Council hereby determines that the projects' potential unavoidable impacts are acceptable in light of the projects' benefits, and that approval of the project is warranted, notwithstanding that all identified impacts are not fully mitigated (CEQA Sections 15043, 15092, and 15093). Each benefit set forth below constitutes an overriding consideration warranting approval of the project independent of the other benefits.

**4.3 Social, Economic and Other Considerations**

Having balanced the benefits of the project against potential significant and unavoidable impacts, the City Council hereby determines that the project's potential unavoidable impacts are acceptable in light of the project's benefits, and that approval of the project is warranted,

notwithstanding that all identified impacts are not fully mitigated (CEQA Section 15043, 15092, and 15903). Each benefit set forth below constitutes an overriding consideration warranting approval of the project independent of the other benefits:

- The Project is intended to preserve and enhance the quality of the community through appropriate use of the land that provides continuity with past and present uses. Land use patterns would remain primarily residential and open, with the majority of nonresidential development concentrated along the primary transportation corridor—east and west along Hollister Avenue and US-101.
- The project would continue to develop and implement programs to revitalize the Old Town area.
- The project would ensure that Bishop Ranch retain an agricultural land use designation consistent with the zoning of the property at the time of incorporation of the City.
- The project would ensure that existing open space areas would be protected by special land use designations.
- The project would allow increases in both the number of residential units and the square footage of commercial and industrial land uses in the City. The project encourages sustained economic growth and recognizes the importance of maintaining a balance between jobs and housing.
- The project would ensure protection and enhancement of open space, coastal access, and recreation resources to ensure a quality living environment for current and future residents of the City and South Coast area.
- The project includes policies that are provided to conserve and promote the City's agricultural heritage by designating, reserving, and protecting agricultural resources as open space for current and future generations.
- The project would ensure that Native American, cultural, and archaeological properties and sites are recognized and protected as open spaces.
- The project would add 27.8 to 30.8 acres of new parks and open spaces.
- Environmentally Sensitive Habitat Areas (ESHAs) such as wetlands, riparian vegetation, existing or potential monarch butterfly habitat, significant native grasslands, and oak woodlands would be protected.
- The project would protect fish-bearing streams and establish Streamside Protection Areas to protect the associated riparian habitats and ecosystems.
- The project would protect fish and wildlife resources via policies that require all development activities to be located, designed, constructed, and managed to avoid disturbance to these resources.
- Surface water quality would be protected via policies that require developments to use site-design techniques that allow recharge of ground water and reduce harmful run-off and pollution.
- The project includes policies that focus on the preservation and enhancement of scenic views, ocean and island views, mountain and foothill views, open space views, preservation of natural landforms, scenic corridors, and community character.
- The project includes policies that focus on the protection and preservation of local historic landmarks and resources, as well as historical and cultural landscapes.



- The project includes 14 major planned street and highway improvement projects.
- The project would guide the financing, planning, and coordination of the City's public facilities and would provide an effective strategy to balance land use with public facility development within the fiscal capacity of the City.
- The project includes policies to minimize exposure of residents, workers, and visitors to excessive noise levels, while accommodating land use modifications described in the Land Use Element.
- The project includes policies to provide affordable housing, provide housing options for special need groups, preserve the character and quality of neighborhoods, and provide adequate site capacity to meet the City's housing needs as defined in the Regional Housing Needs Allocation.
- The Housing Element Technical Appendix identifies sites for 3,681 potential residential units, exceeding the Regional Housing Needs Assessment requirement.
- Overall, the project reflects the community's goals and aspirations for Goleta by striving to create a coherent vision for the city's future, building upon the individual and sometimes conflicting visions of a diverse population.
- Overall, the project guides future physical changes and public decision making in a lawful manner that is comprehensive, long range, and internally consistent.
- Planning has always been at its best when it shows people the choices they have in shaping their future. As such, the project serves as the primary means for guiding future change in Goleta as it faces difficult choices on a daily basis about growth, housing, environmental protection, neighborhood compatibility, preservation and transportation. The project meets four core goals/objectives:
  1. It provides a unified and coherent framework and vision for the future of Goleta.
  2. It provides a basis for future decisions by the City on implementing ordinances such as zoning and subdivision codes, individual development project applications, and public investments in infrastructure and services.
  3. It informs the public of the City's policies and provides a means to invite public participation in the decision-making processes.
  4. It guides private landowners, developers, and other public agencies in formulating projects and designs that are consistent with City policies.

## **Attachment 2**

### **Addendum, Dated March 17, 2008, to the Goleta General Plan / Coastal Land Use Plan Final Environmental Impact Report (SCH #2005031151)**

*(Final EIR provided at Goleta City Hall for purchase or onsite review and  
for review at the Goleta Public Library)*

# **CEQA Addendum**

(07-201-GPA)

## **Goleta General Plan/ Coastal Land Use Plan Final Environmental Impact Report**

(SCH # 2005031151)

*Prepared for:*



Planning and Environmental Services Department  
130 Cremona Drive, Suite B  
Goleta, California 93117

*Prepared by:*



17310 Red Hill Ave, Suite 320  
Irvine, California 92614  
949-260-1080  
Contact: Charles Smith, AICP

March 17, 2008

City of Goleta. 2008. CEQA Addendum - Goleta General Plan/Coastal Land Use Plan Final Environmental Impact Report. March. Prepared by Jones and Stokes. Irvine, CA.

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**ACRONYMS**

CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CNEL	Community Noise Exposure Level
C-R	Regional Commercial
C-V	Visitor Commercial
EIR	Environmental Impact Report
ESHA	Environmentally sensitive habitat areas
GP/CLUP	General Plan/Coastal Land Use Plan
I-BP	Business Park
I-OI	Office and Institutional
R-HD	High-Density Residential
SHPO	State Historic Preservation Office
SR-217	State Route 217
TDR	transfer of development right
UCSB	University of California at Santa Barbara
US-101	U.S. Highway 101

## CHAPTER 1.0 INTRODUCTION

### 1.1 OVERVIEW

This addendum to the final environmental impact report (EIR) for the City of Goleta (City) General Plan/Coastal Land Use Plan (GP/CLUP, or Plan) was prepared to address any new or modified environmental impacts associated with minor revisions to the GP/CLUP. This document has been prepared pursuant to the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.) and CEQA Statutes provided in California Public Resources Code Section 21000 et seq.

The GP/CLUP was adopted in October 2006 and is the primary means for guiding future change in Goleta as the City faces decisions about growth, housing, environmental protection, neighborhood compatibility/ preservation, public facilities/services, and transportation. The final EIR addressing the potential environmental impacts of the GP/CLUP was certified in October 2006.

In March 2007, the City Council initiated a process for reopening the GP/CLUP to consider the emergence of suggested amendments by City staff, the public-at-large, landowners, developers, and special groups. Those City-initiated amendments were subsequently grouped into five categories: *Track 1* for Housing Element revisions to respond to State Department of Housing and Community Development Department comments; *Track 2* for minor technical or editorial revisions presenting no new significant environmental impacts; *Track 3* for revisions meriting more detailed review as to their potential impacts; *Track 4* for project-sponsored amendments; and *Track 5* for Sphere of Influence.

The purpose of this addendum to the final EIR is to document the CEQA review for those proposed amendments categorized as Track 2 revisions to the GP/CLUP. The CEQA lead agency for this addendum is the City of Goleta.

### 1.2 CEQA GUIDELINES – ADDENDUMS TO EIRS AND SUBSEQUENT EIRS

According to Section 15164(a) of the State CEQA Guidelines, the lead agency or the responsible agency will prepare an addendum to a previously certified EIR if only minor technical changes or additions are necessary and none of the conditions described in Section 15162 calling for the preparation of a subsequent or supplemental EIR have occurred. Section 15164(e) of the State CEQA Guidelines requires substantial evidence that a subsequent EIR is not necessary.

Section 15162 of the State CEQA Guidelines states that, for a project covered by a certified EIR, preparation of a subsequent or supplemental EIR *rather* than an addendum is required only if one or more of the following conditions occur:

- 1) Substantial changes are proposed in the project that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or negative declaration due

to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

### **1.3 SCOPE OF ADDENDUM**

This addendum includes the certified final EIR by reference and addresses new or modified environmental impacts associated with minor revisions to the GP/CLUP. The scope of analysis contained within this addendum addresses each of the environmental resource areas that were previously analyzed in the certified final EIR. The addendum addresses the following environmental issues:

- aesthetics and visual resources;
- agriculture and farmland;
- air quality;
- biological resources;
- cultural resources;
- geology, soils, and mineral resources;
- hazards and hazardous materials;
- population and housing;
- water resources;
- land use and recreation;
- noise;
- public services and utilities; and
- transportation and circulation.

Chapter 3 of this addendum includes a table that presents the existing GP/CLUP text, proposed amendment, and CEQA review. The criteria for determining the significance of environmental impacts in this addendum are the same as those contained within the certified final EIR.



## 1.4 ADDENDUM ORGANIZATION

The content and organization of this addendum are designed to meet the current requirements of CEQA and the CEQA Guidelines. The addendum is organized as described below:

- **Chapter 1.0, “Introduction and Overview,”** describes background and introductory information for the proposed amendments; the background of the GP/CLUP; and the purpose, scope, and content of the addendum.
- **Chapter 2.0, “Project Description,”** describes the project location, project details, and the City’s objectives for the proposed project. This section also provides a summary rationale for selecting an addendum as the appropriate form of CEQA documentation.
- **Chapter 3.0, “Environmental Analysis,”** identifies those policies proposed for ‘Track 2’ amendment. The environmental analysis is presented in a table format, listing the policy text in the current GP/CLUP, the proposed amendment, and the proposed final amendment with CEQA review.
- **Chapter 4.0, “List of Preparers,”** lists the individuals involved in preparing this addendum.
- **Chapter 5.0, “References,”** identifies the documents (printed references) and individuals (personal communications) consulted during preparation of this addendum. This chapter includes the agencies and people consulted to ascertain information for the analysis of impacts and support for the conclusions made from the analysis.

## 1.5 ADOPTION AND AVAILABILITY OF ADDENDUM

The Track 2 policies were the subject of a series of four workshops hosted by the City between September 15, 2007, and October 17, 2007, to collect feedback from the public. Public comment was also received at public hearings held on January 17 and January 29, 2008. After considering public comment from these various workshops and hearings, the City Council decided which policies would proceed toward amendment under Track 2, as well as the scope and content of the proposed amendments. Since the January 2008 hearings, the City’s environmental consultant, Jones & Stokes, evaluated environmental impacts associated with the Track 2 amendments. Some of the amendments were moved to Track 3 for evaluation as part of a subsequent EIR.

The addendum will be considered for acceptance by the City of Goleta Planning Commission and the City Council. In accordance with CEQA Guidelines Section 15164(c), an addendum need not be circulated for public review but can be included in or attached to the final EIR. The decision-making body considers the addendum with the final EIR prior to making a decision on the project.

The addendum is available for general public reference at the following locations:

- City of Goleta  
Planning and Environmental Services Department  
130 Cremona Drive, Suite B  
Goleta, California 93117
- Goleta Valley Public Library  
500 North Fairview Avenue  
Goleta, California 93117

## CHAPTER 2.0 PROJECT DESCRIPTION

### 2.1 INTRODUCTION

The City of Goleta adopted the GP/CLUP in October 2006. The GP/CLUP is the primary means for guiding future changes in Goleta. Through the GP/CLUP, the City addresses decisions about growth, housing, environmental protection, neighborhood compatibility, and preservation, public facilities and services, and transportation. Prior to the adoption of the GP/CLUP, the City of Goleta, acting as the lead agency, determined that the proposed GP/CLUP could result in significant adverse environmental effects, as defined by the California Environmental Quality Act (CEQA) Guidelines Section 15064. Therefore, the City required the preparation of a program-level Environmental Impact Report (EIR) to evaluate the potentially significant adverse environmental impacts of the proposed project, or the implementation of the GP/CLUP.

A Draft EIR, dated May 31, 2006, was prepared to analyze the potential environmental impacts of the Draft GP/CLUP released by the City of Goleta on March 20, 2006, for public and agency review. After further consideration by the Goleta City Council and in response to public and agency review comments received on both the Draft GP/CLUP and Draft EIR, the City made selected revisions to the GP/CLUP text and figures, which are reflected in the content of both the Final GP/CLUP and Final EIR.

In March 2007, the City Council initiated a process for reopening the GP/CLUP to consider the emergence of suggested amendments by City staff, the public-at-large, landowners, developers, and special groups. Those City-initiated amendments were subsequently grouped into five categories: *Track 1* for Housing Element revisions to respond to State Department of Housing and Community Development Department comments; *Track 2* for minor technical or editorial revisions presenting no new significant environmental impacts; *Track 3* for revisions meriting more detailed review as to their potential impacts; *Track 4* for project-sponsored amendments; and *Track 5* for Sphere of Influence.

The purpose of this addendum to the final EIR is to document the CEQA review for those proposed amendments categorized as Track 2 revisions to the GP/CLUP. The CEQA lead agency for this addendum is the City of Goleta.

The Track 2 policies were the subject of a series of four workshops hosted by the City between September 15, 2007, and October 17, 2007, to collect feedback from the public. Public comment was also received at public hearings held on January 17 and January 29, 2008. After considering public comment from these various workshops and hearings, the City Council decided which policies would proceed toward amendment under Track 2, as well as the scope and content of the proposed amendments. Since the January 2008 hearings, the City's environmental consultant, Jones & Stokes, evaluated environmental impacts associated with the Track 2 amendments. Some of the amendments were moved to Track 3 for evaluation as part of a subsequent EIR.

The addendum will be considered for acceptance by the City of Goleta Planning Commission and the City Council. In accordance with CEQA Guidelines Section 15164(c), an addendum need not be circulated for public review but can be included in or attached to the final EIR. The decision-making body considers the addendum with the final EIR prior to making a decision on the project.

## 2.2 PROJECT LOCATION AND BACKGROUND

### 2.2.1 Location

The City of Goleta is located in southern Santa Barbara County, California, west of the City of Santa Barbara between the foothills of the Santa Ynez Mountains and the Pacific Ocean (see Figure 2-1, Project Vicinity Map). The City of Goleta and surrounding area is generally referred to as the *Goleta Valley*. Goleta is bisected by U.S. Highway 101 (US-101), which extends in an east-west alignment across the City. State Route 217 (SR-217) connects US-101 with the University of California at Santa Barbara (UCSB) to the south. Portions of the City are bordered by UCSB and by the City of Santa Barbara, including the Santa Barbara Airport. The southern portions of Goleta are within the California Coastal Zone subject to the jurisdiction of the California Coastal Commission (see Figure 2-2, Coastal Zone Boundary).

Access into and through the City of Goleta is provided primarily through US-101. Other major east-west arterials include Hollister Avenue and Cathedral Oaks Road. Major north-south arterials are Patterson Avenue, Fairview Avenue, Los Carneros Road, and Storke-Glen Annie Road.

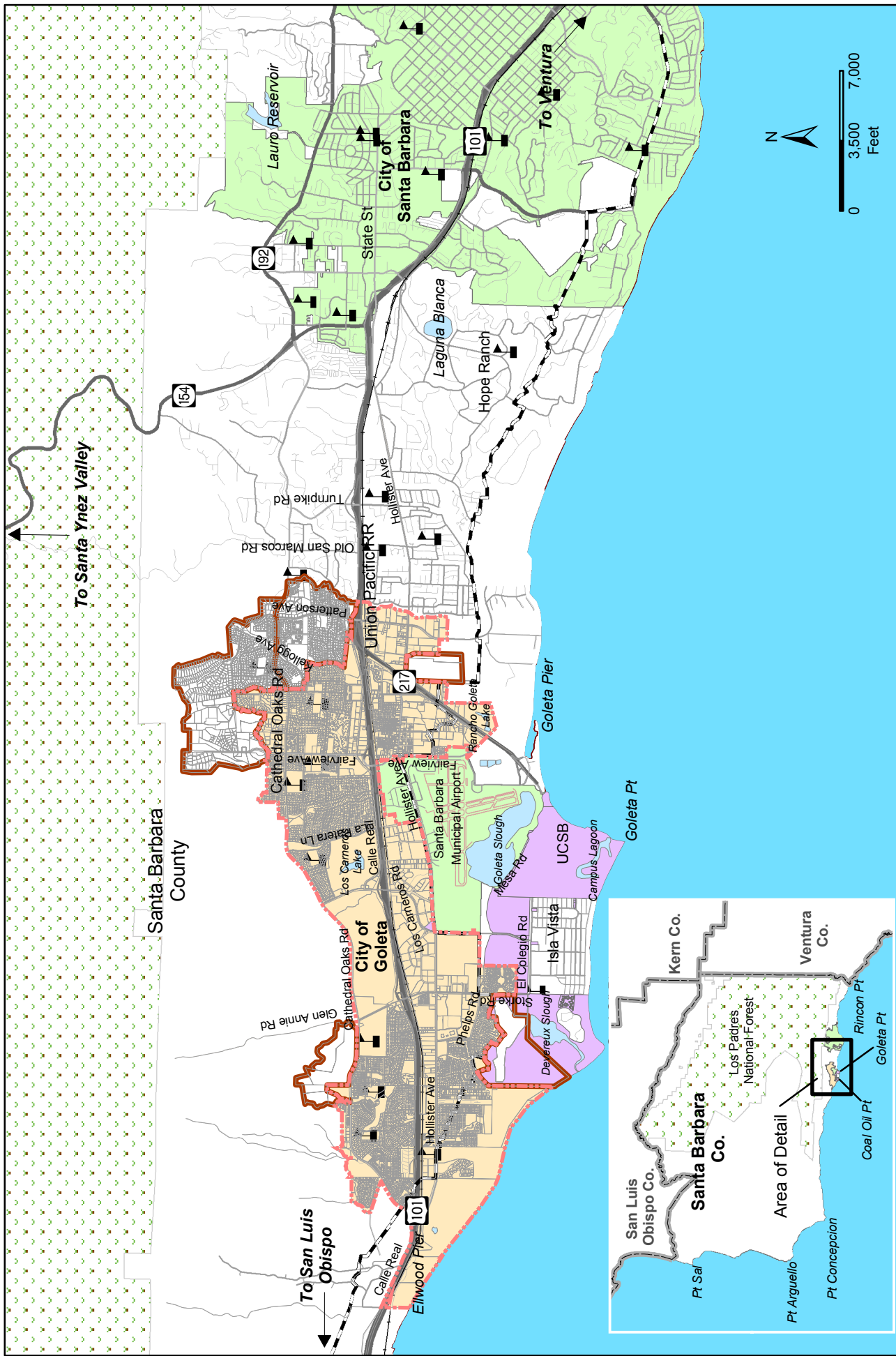
The project location includes the entire territory within the geographic area of the incorporated city limits, and includes a population of approximately 30,000 people. This area encompasses approximately 7.9 square miles, containing a total of 5,075 acres. In developing the Draft GP/CLUP, the City studied an area of approximately 95 square miles where future development might impact the City or where City plans and policies might have effects outside the city boundaries. Potential future City service areas, filling the probable ultimate physical boundaries and service area of the City, are shown in Figure 2-2.

### 2.2.2 Background

California state planning law, at Section 65300 of the California Government Code, requires that cities adopt a general plan as a guide to their physical development. The role of the general plan is to act as the City's constitution for the physical use of resources, to express the community's preservation and development goals, and to establish public policy relative to the distribution of future public and private land use. The plan must contain the seven elements mandated by state law and may include other optional elements.

Prior to the City's incorporation in 2002, land use planning for the area encompassing Goleta was addressed through the Goleta Community Plan, a part of the County of Santa Barbara's General Plan. After incorporation, the City adopted interim General Plan policies. In October 2006, the City adopted its current GP/CLUP which, as amended, establishes goals, policies, and objectives for guiding future change in the City. The subject project comprises amendments to selected policies of the City's adopted GP/CLUP.

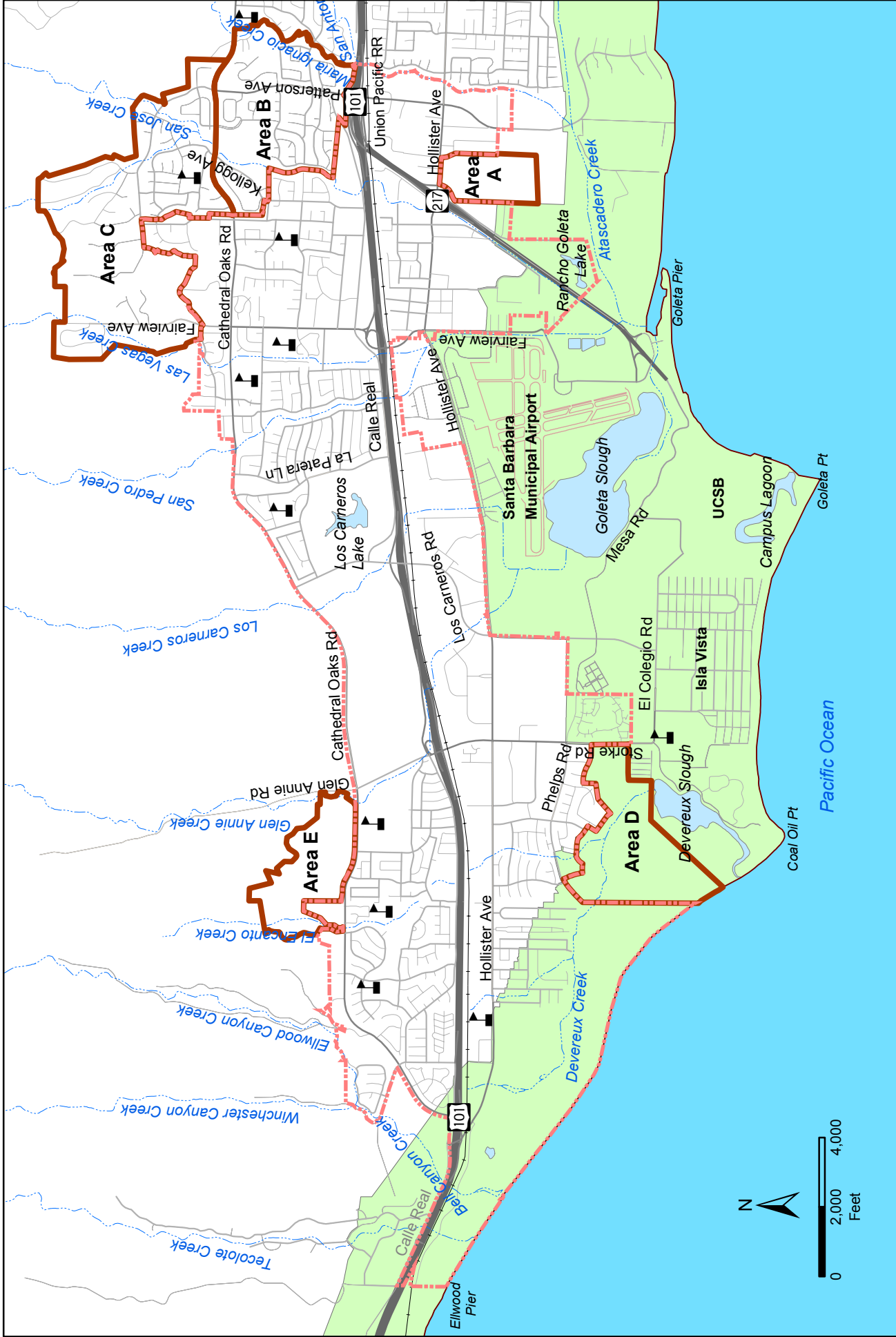
The California Coastal Act (California Public Resources Code Sections 30000 et seq) was enacted by the State legislature in 1976 to provide long-term protection of California's 1,100-mile coastline. The California Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the coastal zone. The Coastal Act requires local governments in the California Coastal Zone to create and implement Local Coastal Programs (LCPs). Each LCP consists of a Coastal Land Use Plan and a Regulatory Plan (zoning). The City of Goleta's adopted GP/CLUP serves as the CLUP for coastal zone areas within the City boundaries. The CLUP has not been submitted to the Coastal Commission



- Legend**
- City of Goleta
  - City of Santa Barbara
  - County of Santa Barbara
  - University of California
  - Los Padres National Forest
  - Future Service Area Boundary
  - Schools

**Figure 2-1  
PROJECT VICINITY MAP**





**Figure 2-2**  
**COASTAL ZONE BOUNDARY**

- Legend**
- Coastal Zone
  - Goleta City Boundary
  - Future Service Area Boundary
  - Creeks
  - Schools

for certification. The Coastal Commission retains jurisdiction over projects in the Coastal Zone until such time that the City submits a complete LCP and receives certification. The City's certified GP/CLUP EIR and this addendum thereto, comprise the environmental review for policies presented in the GP/CLUP, as amended.

### **2.3 OBJECTIVES OF THE GENERAL PLAN/COASTAL LAND USE PLAN**

The fundamental goals of the GP/CLUP are to: (1) ensure a high quality environment by protecting and conserving the community's cultural, historical, natural, and environmental assets, values, and resources; (2) provide a sustainable economy that is not solely dependent on growth, but provides for economic prosperity and well-being for current and future residents; (3) maintains adequate service standards, including level of service (LOS) on area highways; and (4) enables income group opportunities to meet current and future housing needs. These goals are retained as part of the addendum and were used as a guide during the identification of the Track 2 policy revision process.

### **2.4 GENERAL PLAN / COASTAL LAND USE PLAN COMPONENTS**

The GP/CLUP contains several elements, including:

1. Land Use;
2. Open Space;
3. Conservation;
4. Safety;
5. Visual and Historic Resources;
6. Transportation;
7. Public Facilities;
8. Noise; and
9. Housing.

Proposed amendments categorized as Track 2 revisions to the GP/CLUP are presented in Table 3-1 in Section 3 of this addendum and summarized in Section 2.6.

### **2.5 PUBLIC PARTICIPATION**

The Final GP/CLUP is available for review at City Hall and is posted on the City's website ([www.cityofgoleta.org](http://www.cityofgoleta.org)). Opportunities for public participation in the GP/CLUP process have been many and varied over the past three years. Activities have included:

- several public workshop series in 2003 and 2004, focusing on policy issues and a broad vision statement;
- a Discussion Draft General Plan Workshop Series in January 2005;

- new working drafts of General Plan elements released and discussed at Planning Agency meetings during Summer and Fall 2005;
- two community meetings on housing needs, issues, and strategies in August 2005;
- a traffic forecast and modeling presented at a Special Planning Agency meeting in December 2005;
- a Draft GP/CLUP released in March 2006 for the formal public hearing process;
- a Draft GP/CLUP EIR released on May 31, 2006, for public and agency review;
- a Final GP/CLUP released on August 25, 2006;
- a Final GP/CLUP EIR certified on October 2, 2006;
- City Council authorization to reopen the GP/CLUP in March 2007 to consider suggested amendments;
- a series of four workshops hosted by the City between September 15, 2007 and October 17, 2007 to collect feedback from the public; and
- additional public hearings held on January 17 and January 29, 2008.

## **2.6 CHANGES TO THE GP/CLUP**

As noted in Section 2.1, in response to further consideration by the Goleta City Council, as well as public and agency review comments received on both the GP/CLUP and final EIR, the City authorized review of selected policies to be considered for amendment as Track 2 revisions. These policies are summarized in Section 2.4 and detailed in underline-strikeout format in Table 3-1. In general, these revisions were made to improve or clarify the text of selected policies or subsections, to make minor editorial changes to the GP/CLUP, or to refine policies with more succinct and appropriate wording based upon the observations and experiences of City staff during the first six months of implementing the newly-adopted GP/CLUP.

The policies evaluated in this addendum incorporate minor technical or editorial changes in wording, present no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involve no substantial change in circumstances under which the project is undertaken, and require no new or modified mitigation measures. Accordingly, pursuant to CEQA Guidelines Section 15164 (e), the appropriate form of CEQA documentation for these Track 2 revisions is an Addendum, rather than a Subsequent EIR.

Policy amendments are organized by GP/CLUP element, and generally address the following topics:

### **Land Use Element**

- Locations of large regional commercial centers
- Mechanisms for promoting quality design in the built environment
- Open space requirements for multifamily residential development
- Ownership forms for transient occupancy uses
- Provision of adequate infrastructure and services

- Use permits for high-density residential development
- Locations of regional commercial development
- Coastal beach access
- Development of an affordable housing overlay zone
- Revision to growth management directives
- Transfer of development rights outside of the City's jurisdiction
- Removal of building intensity standards, and placement in the zoning ordinance
- Allowable warehouse uses within the Business Park land use category
- Minor changes in land use designations

### **Open Space Element**

- Beach access
- Identification of open space overlay district
- Minor revisions to Parks and Recreation Plan map

### **Safety Element**

- Requirements for coastal bluff setbacks
- Use restrictions for development near the Santa Barbara Municipal Airport
- Clarification of location of airport safety corridor for Runway 7
- Clarification of location of hazardous facilities near Santa Barbara Municipal Airport

### **Visual and Historic Resources Element**

- Clarification of use of the terms 'preserve' and 'protect' as applied to ocean and island views, mountain and foothill views, open space views, and natural landforms.

### **Transportation Element**

- Requirements for transportation deficiency correction plans
- Limitation on expansion of City intersections, including Storke/Hollister
- Update of the City's CEQA Thresholds Manual



## CHAPTER 3.0 ENVIRONMENTAL ANALYSIS

### 3.1 INTRODUCTION

The City's current GP/CLUP was adopted and the EIR was certified in October 2006. In March 2007, the City Council initiated a process for reopening the GP/CLUP to consider the emergence of suggested amendments by City staff, the public-at-large, landowners, developers, and special groups. Minor technical or editorial revisions presenting no new significant environmental impacts were identified as Track 2.

The Track 2 policies were the subject of a series of workshops and hearings hosted by the City during Fall 2007 and Winter 2008. After considering public comment from these various workshops and hearings, the City Council decided which policies would proceed toward amendment under Track 2, as well as the scope and content of the proposed amendments.

Since the January 2008 hearings, staff and the City's environmental consultant, Jones & Stokes, evaluated environmental impacts associated with the Track 2 amendments. Some of the amendments were moved to Track 3 for evaluation as part of a subsequent EIR.

The environmental analysis presented herein addresses those policies to be considered for amendment as Track 2 revisions. In general, these revisions were made to improve or clarify the text of selected policies or subsections, to make minor editorial changes to the GP/CLUP, or to refine policies with more succinct and appropriate wording based upon the observations and experiences of City staff during the first six months of implementing the newly-adopted GP/CLUP. Accordingly, the appropriate form of CEQA documentation for these revisions is an addendum.

### 3.2 ORGANIZATION AND CONTENT OF ENVIRONMENTAL ANALYSIS

This addendum includes the certified final EIR by reference and addresses new or modified environmental impacts associated with minor revisions to the GP/CLUP. The environmental analysis is presented in a table format, listing the policy text in the current GP/CLUP, the proposed amendment, and the proposed final amendment with CEQA review. Refer to Table 3-1 for Track 2 amendments and related CEQA review, located at the end of Section 3.0.

### 3.3 SIGNIFICANCE DETERMINATION

The criteria for determining the significance of environmental impacts in this addendum are the same as those contained within the certified final EIR. While the criteria for determining significant impacts are unique to each issue area, the analysis applies a uniform classification of the impacts based on the following definitions:

- A designation of **no impact** is given when no adverse changes in the environment are expected.
- A **less-than-significant impact** would cause no substantial adverse change in the environment.
- An impact that is **less than significant with mitigation incorporated** avoids substantial adverse impacts on the environment through mitigation.

- A **significant and unavoidable** impact would cause a substantial adverse effect on the environment, and no feasible mitigation measures would be available to reduce the impact to a less-than-significant level.

Based on the above criteria, the environmental impact analysis assesses each issue area to determine the significance level. These impacts are categorized using the City's guidance for classifying project-related impacts, as follows:

- **Class I** impacts are significant adverse impacts that cannot be feasibly mitigated, reduced, or avoided. During approval of the GP/CLUP, the City adopted a statement of overriding considerations, pursuant to CEQA Section 15093, explaining why project benefits outweigh the disturbance caused by these significant environmental impact or impacts.
- **Class II** impacts are significant adverse impacts that can be feasibly reduced or avoided through the implementation of GP/CLUP policies, or by other recommended mitigation. During approval of the GP/CLUP, the City made findings pursuant to CEQA Section 15091, that impacts have been mitigated to the maximum extent feasible by implementing the recommended mitigation measures.
- **Class III** impacts are adverse impacts that are less than significant. During approval of the GP/CLUP, the City was not required to make CEQA findings regarding these impacts.
- **Class IV** impacts include changes to the environment as a result of GP/CLUP implementation that would be beneficial.

The policies evaluated in this addendum incorporate minor technical or editorial changes in wording, present no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involve no substantial change in circumstances under which the project is undertaken, and require no new or modified mitigation measures. Accordingly, the environmental impacts of all proposed amendments evaluated herein are considered to have less-than-significant impacts (Class III) or no impacts (Class IV).

### 3.4 REQUIREMENTS FOR CUMULATIVE IMPACT ANALYSIS

The CEQA Guidelines (Section 15130) require a reasonable analysis of the cumulative impacts of a proposed project. Cumulative impacts are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines, Section 15355).

Potential cumulative impacts are further described as follows:

- (a) The individual effects may be changes resulting from a single project or a number of separate projects (CEQA Guidelines, Section 15355[a]).*
- (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (CEQA Guidelines, Section 15355[b]).*

Furthermore, according to CEQA Guidelines, Section 15130(a)(1):

*As defined in Section 15355, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.*

In addition, as stated in the CEQA Guidelines, Section 15064(i)(5), it should be noted that:

*The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable.*

### **3.4.1 Evaluation**

The cumulative impact analysis evaluated in the GP/CLUP EIR comprises: (1) the citywide impact analysis from full buildout of the adopted GP/CLUP; and (2) outside the City boundary, the cumulative impacts analysis is based on known or foreseeable projects in the unincorporated Santa Barbara County, City of Santa Barbara, and UCSB. The City's prior adoption of the GP/CLUP involved no immediate physical environmental impact. Rather, the Plan set the stage for future development within the City, and as such, the EIR analysis focused on the "indirect" impacts of adoption of the GP/CLUP. These impacts would result primarily from development associated with:

- development of existing vacant lands consistent with the land use plan map;
- redevelopment of existing developed lands to more intensive or different uses;
- major planned street and highway and infrastructure improvements, consistent with the transportation improvement map; and
- future development consistent with the proposed land use map and General Plan goals, objectives, and policies.

The cumulative environment on which this future City development was assumed to occur included future growth within the region including the City of Santa Barbara Municipal Airport, Santa Barbara County from Highway 154 to the eastern City boundary and from Gaviota to the western City boundary, and UCSB. The City of Santa Barbara, Santa Barbara County, and UCSB growth projections for the region were added to growth assumed for the City, which is already factored into the GP/CLUP to arrive at the cumulative environment.

Because these impacts would occur over time as part of individual residential and commercial/industrial development projects, a project horizon year (2030) was established for purposes of analysis in the EIR. The growth and changes in land use that were analyzed as impacts of the project throughout the EIR were projected to the year 2030, employing a cumulative analysis methodology.

No revisions to the cumulative impact analysis presented in the adopted GP/CLUP EIR are necessary as part of this addendum.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
LU 1.6	<p><b>LU 1.6 Retail and Other Commercial Centers.</b>  <b>[GP/CP]</b> New large regional commercial uses that attract customers and traffic from outside the community shall be discouraged in order to avoid traffic and other impacts. The priority for new commercial uses shall be for the types that will meet local needs and those that provide goods and services not now available in the city. Goleta's retail areas shall be designed to serve as community focal points and shall include appropriate outdoor gathering places. Retail and other commercial centers shall provide high levels of maintenance and upkeep to assure their quality appearance.</p>	<p><b>LU 1.6 Retail and Other Commercial Centers.</b>  <b>[GP/CP]</b> <del>New large regional commercial uses that attract customers and traffic from outside the community shall be discouraged in order to avoid traffic and other impacts.</del> The priority for new commercial uses, <u>including large regional commercial centers</u>, shall be for the types that will meet local needs and those that provide goods and services not now available in the city. Goleta's retail areas shall be designed to serve as community focal points and shall include appropriate outdoor gathering places. Retail and other commercial centers shall provide high levels of maintenance and upkeep to assure their quality appearance.</p>	<p><u>Final Recommended Amendment</u>                      The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u>                      This amendment would allow consideration of new regional commercial development at the time of a specific development application. The amendment does not include any additions of the Regional Commercial (C-R) land use designation as shown on Figure 2-1. Because regional centers are not prohibited under either the original or the amended policies, additional impacts associated with GP/CLUP buildout (Impact 3.10-1) and impacts to the protection of privacy and neighborhood compatibility (Impact 3.10-5) remain unchanged from those impacts analyzed in the FEIR.</p> <p>The deletion of the reference to consideration of impacts associated with regional commercial centers does not mean that such impacts would not be analyzed. The impact analysis would still be required by law, GP/CLUP standards would still apply, CEQA thresholds would still apply, and any project must be considered by the decision makers during deliberation and action on the associated permit. Therefore, no new significant CEQA impacts are expected as a result of this proposed amendment.</p> <p><u>Applicability by Environmental Topic</u>                      Aesthetics/Visual: N/A.                      Agriculture: N/A.                      Air Quality: N/A.                      Biology: N/A.                      Cultural: N/A.                      Geology: N/A.                      Hazards: N/A.                      Pop &amp; Housing: N/A.                      Water: N/A.                      Land Use and Rec: See discussion above.                      Noise: N/A.                      Pub Svcs &amp; Utilities: N/A.                      Transportation: N/A.</p> <p><u>Summary</u>                      The appropriate form of environmental documentation</p>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.
LU 1.9	<p><b>LU 1.9 Quality Design in the Built Environment. [GP/CP]</b> The City shall encourage quality site, architectural, and landscape design in all new development proposals. Development proposals on sites larger than 5 acres shall be subject to requirements of a “planned development” to achieve the advantages of coordinated site planning, circulation, and design. Public open spaces with quality visual environments shall be included to create attractive community gathering areas with a sense of place and scale.</p>	<p><b>LU 1.9 Quality Design in the Built Environment. [GP/CP]</b> The City shall encourage quality site, architectural, and landscape design in all new development proposals. Development proposals on sites larger than 5 acres shall <del>be subject to requirements of a “planned development” to achieve the advantages of</del> include coordinated site planning, circulation, and design. <del>Public o</del> Open spaces with quality visual environments shall be included to create attractive community gathering areas with a sense of place and scale.</p>	<p><u>Final Recommended Amendment</u></p> <p><b>LU 1.9. Quality Design in the Built Environment. [GP/CP]</b> The City shall encourage quality site, architectural, and landscape design in all new development proposals. Development proposals on sites larger than 5 acres shall <del>be subject to requirements of a “planned development” to achieve the advantages of</del> include coordinated site planning, circulation, and design. Public <del>and/or common</del> open spaces with quality visual environments shall be included to create attractive community gathering areas with a sense of place and scale.</p> <p><u>Discussion</u></p> <p>The proposed amendment would allow flexibility in the requirement for open spaces in developments larger than 5 acres because the current policy requirement for public open space may not be justified in some circumstances. The edited policy would allow for quality design, while leaving the determination regarding the requirement for type of open space (private, common, public) to the City’s zoning ordinance. Permit review associated with an application for development would provide the analysis of this policy and zoning ordinance requirements relative to appropriate exactions.</p> <p>Buildout of the GP/CLUP has the potential to cause deterioration of existing recreational facilities (Impact 3.10-7) and policies such as LU 1.9 serve as mitigation to reduce the severity of the impact. The proposed amendment does not alter the requirement for open spaces and therefore does not change the impact analysis in the EIR. As such, no CEQA impacts are anticipated.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.</p>

Notes:

1. The “Proposed Amendment” column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			<p>Agriculture: N/A.                      Air Quality: N/A.                      Biology: N/A.                      Cultural: N/A.                      Geology: N/A.                      Hazards: N/A.                      Pop &amp; Housing: N/A.                      Water: N/A.                      Land Use and Rec: See discussion above.                      Noise: N/A.                      Pub Svcs &amp; Utilities: N/A.                      Transportation: N/A.</p> <p><u>Summary</u>                      The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>
<p><b>LU 1.10</b></p>	<p><b>LU 1.10 Multifamily Residential Development.</b>  <b>[GP/CP]</b> The Medium- and High-Density Multifamily designations shall provide appropriate locations for multifamily dwellings as well as allow development standards that enable creativity and diversity in design while protecting health and safety. The use categories differ in terms of maximum permitted densities allowed, but each designation shall permit a range of housing types, including detached units, attached townhouses, and garden apartments. All multifamily developments shall be required to provide or ensure:</p> <ul style="list-style-type: none"> <li>a. Adequate common open space and public recreational facilities, including parks or open spaces, as an integral part of the development; community garden areas are encouraged.</li> <li>b. Appropriate amounts of outdoor space for the exclusive use of individual residential units.</li> <li>c. Appropriate pedestrian and bicyclist access to commercial or other activity centers and appropriate facilities to encourage use of public transit.</li> </ul>	<p><b>LU 1.10 Multifamily Residential Development.</b>  <b>[GP/CP]</b> The Medium- and High-Density Multifamily designations shall provide appropriate locations for multifamily dwellings as well as allow development standards that enable creativity and diversity in design while protecting health and safety. The use categories differ in terms of maximum permitted densities allowed, but each designation shall permit a range of housing types, including detached units, attached townhouses, and garden apartments. All multifamily developments shall be required to provide or ensure:</p> <ul style="list-style-type: none"> <li>a. Adequate <del>common</del> open space and public recreational facilities, <del>including parks or open spaces,</del> as an integral part of the development; community garden areas are encouraged.</li> <li>b. Appropriate amounts of outdoor space for the exclusive use of individual residential units.</li> <li>c. Appropriate pedestrian and bicyclist access to commercial or other activity centers and appropriate facilities to encourage use of public transit.</li> </ul>	<p><u>Final Recommended Amendment</u>  <b>LU 1.10 Multifamily Residential Development.</b>  <b>[GP/CP]</b> The Medium- and High-Density Multifamily designations shall provide appropriate locations for multifamily dwellings as well as allow development standards that enable creativity and diversity in design while protecting health and safety. The use categories differ in terms of maximum permitted densities allowed, but each designation shall permit a range of housing types, including detached units, attached townhouses, and garden apartments. All multifamily developments shall be required to provide or ensure:</p> <ul style="list-style-type: none"> <li>a. Adequate <del>common</del> open space and public recreational facilities, <del>such as including parks, or</del> open spaces, <u>or bike paths,</u> as an integral part of the development; community garden areas are encouraged.</li> <li>b. Appropriate amounts of outdoor space for the exclusive use of individual residential units.</li> <li>c. Appropriate pedestrian and bicyclist access to commercial or other activity centers and</li> </ul>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
	<p>d. Adequate services and facilities (such as sewer, water, and roadway capacity) concurrent with development.</p> <p>e. Adequate off-street parking.</p> <p>f. Appropriate access by emergency vehicles.</p>	<p>d. Adequate services and facilities (such as sewer, water, and roadway capacity) concurrent with development.</p> <p>e. Adequate off-street parking.</p> <p>f. Appropriate access by emergency vehicles.</p>	<p>appropriate facilities to encourage use of public transit.</p> <p>d. Adequate services and facilities (such as sewer, water, and roadway capacity) concurrent with development.</p> <p>e. Adequate off-street parking.</p> <p>f. Appropriate access by emergency vehicles.</p> <p><u>Discussion</u></p> <p>Requiring both private and common open space areas within Multifamily Residential Developments, which are limited to very few key sites in the City, was intended to address the pressure that new, dense populations would place on the City's park/open space resources (Impact 3.10-7). Requiring onsite common areas, such as a bike path that is called for in the Transportation Element or a public pocket park, was the intention of subpart a. The revision suggested above provides greater flexibility in tailoring appropriate open space and recreational facilities to a given project site. No new significant CEQA impacts are anticipated.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.  Agriculture: N/A.  Air Quality: N/A.  Biology: N/A.  Cultural: N/A.  Geology: N/A.  Hazards: N/A.  Pop &amp; Housing: N/A.  Water: N/A.  Land Use and Rec: See discussion above.  Noise: N/A.  Pub Svcs &amp; Utilities: N/A.  Transportation: N/A.</p> <p><u>Summary</u></p> <p>The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no</p>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.
LU 1.12	<p><b>LU 1.12 General. [GP/CP]</b> The following general policies shall apply throughout the city:</p> <ul style="list-style-type: none"> <li>a. Time-shares, fractional ownerships, and similar ownership forms for hotels and other transient lodging uses shall be prohibited to ensure that these accommodations are available to the general public and to protect the City's transient occupancy tax base.</li> <li>b. Streets and other uses customarily found in public rights-of-way are permitted in each land use designation subject to appropriate review and mitigation of the potential environmental impacts of such facilities.</li> <li>c. Events or uses that tend toward privatization of public lands and rights-of-way are discouraged.</li> </ul>	<p><b>LU 1.12 General. [GP/CP]</b> The following general policies shall apply throughout the city:</p> <ul style="list-style-type: none"> <li>a. Time-shares, fractional ownerships, <u>hotel condominiums</u>, and similar ownership forms for hotels and other transient lodging uses shall be <del>prohibited</del> <u>permitted uses, regulated through measures including but not limited to owner-occupancy limitations</u>, to ensure that these accommodations are available to the general public and to protect the City's transient occupancy tax base.</li> <li>b. Streets and other uses customarily found in public rights-of-way are permitted in each land use designation subject to appropriate review and mitigation of the potential environmental impacts of such facilities.</li> <li>c. Events or uses that tend toward privatization of public lands and rights-of-way are discouraged.</li> </ul>	<p><u>Final Recommended Amendment</u></p> <p><b>LU 1.12 General. [GP/CP]</b> The following general policies shall apply throughout the city:</p> <ul style="list-style-type: none"> <li>a. <u>It shall be a permitted use for any hotel subject to the City's Transient Occupancy Tax to operate as hotel condominiums, time-shares, or under a fractional ownership model. Such hotels shall be Time shares, fractional ownerships, and similar ownership forms for hotels and other transient lodging uses shall be prohibited, regulated through measures including but not limited to owner-occupancy limitations</u>, to ensure that these accommodations are available to the general public and to protect the City's transient occupancy tax base.</li> <li>b. Streets and other uses customarily found in public rights-of-way are permitted in each land use designation subject to appropriate review and mitigation of the potential environmental impacts of such facilities.</li> <li>c. Events or uses that tend toward privatization of public lands and rights-of-way are discouraged.</li> </ul> <p><u>Discussion</u></p> <p>The recommended amendment relates to forms of transient lodging ownership, and would better reflect policy consistency with Coastal Act requirements for time shares. Expanding the range of hotel ownership opportunities is a policy directive that does not create environmental impacts and therefore would not result in new significant impacts under CEQA.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: NA.  Agriculture: N/A.  Air Quality: N/A.  Biology: N/A.  Cultural: N/A.  Geology: N/A.  Hazards: N/A.  Pop &amp; Housing: N/A.</p>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.



**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			Water: N/A. Land Use and Rec: See discussion above. Noise: N/A. Pub Svcs & Utilities: N/A. Transportation: N/A.  <u>Summary</u> The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.
LU 1.13	<p><b>LU 1.13 Adequate Infrastructure and Services.</b>  <b>[GP/CP]</b> 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:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>c. Environmental review of needed circulation improvement projects has been completed.</li> <li>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.</li> </ul>	<p><b>LU 1.13 Adequate Infrastructure and Services.</b>  <b>[GP/CP]</b> For health, safety, and general welfare reasons, approvals of new development shall be subject to a <u>requirement finding</u> that adequate infrastructure <u>and services</u> will be available <u>to serve the proposed development. This includes water, sewer, roads, parks, energy availability and any other necessary services and infrastructure. Funding for costs associated with project-related infrastructure improvements and/or project-related service extensions shall be the responsibility of the developer.</u></p> <p><del>including the following:</del></p> <ul style="list-style-type: none"> <li>a. <del>Project specific and cumulative traffic volumes shall not cause the level of service standards established in Transportation Element Policy TE 4 to be exceeded.</del></li> <li>b. <del>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.</del></li> <li>c. <del>Environmental review of needed circulation improvement projects has been completed.</del></li> <li>d. <del>Sewer, water, and other infrastructure capacities are sufficient to serve the new development or will be available by the time the development is constructed.</del></li> </ul>	<p><u>Final Recommended Amendment</u></p> <p><b>LU 1.13 Adequate Infrastructure and Services.</b>  <b>[GP/CP]</b> For health, safety, and general welfare reasons, approvals of new development shall be subject to a <u>requirement finding</u> that adequate infrastructure <u>and services</u> will be available <u>to serve the proposed development in accordance with the Public Facilities and Transportation Elements.</u></p> <p><del>including the following:</del></p> <ul style="list-style-type: none"> <li>a. <del>Project specific and cumulative traffic volumes shall not cause the level of service standards established in Transportation Element Policy TE 4 to be exceeded.</del></li> <li>b. <del>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.</del></li> <li>c. <del>Environmental review of needed circulation improvement projects has been completed.</del></li> <li>d. <del>Sewer, water, and other infrastructure capacities are sufficient to serve the new development or will be available by the time the development is constructed.</del></li> </ul> <p><u>Discussion</u>                      While the amendment eliminates the connection between transportation standards and infrastructure</p>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			<p>requirements to new development, it clarifies that standards and requirements are contained in the Public Facilities and Transportation Elements. The amendment does not create additional environmental impacts under CEQA nor does it change the intent of the policy.</p> <p>As such, the proposed amendment does not create an increase in demand for police services (Impact 3.12-1); an increase in demand for fire services (Impact 3.12-2); an increase in demand for wastewater collection, treatment and disposal (Impact 3.12-3); an increase in demand for utility services (Impact 3.12-4) an increase in demand on schools (Impact 3.12-5); or, an exceedence in LOS standards (Impacts 3.13-1 or 3.13-2). Funding requirements for traffic and infrastructure improvements are defined in the Public Facilities and Transportation Elements and will ensure that the improvements are sufficient to serve new development</p> <p>While the amendment eliminates the policy directive for environmental review for circulation improvement projects, traffic standards are contained within the Transportation Element and their environmental review is a statutory requirement. As such, the removal of this policy directive does not create additional environmental impacts under CEQA.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: NA.  Agriculture: N/A.  Air Quality: N/A.  Biology: N/A.  Cultural: N/A.  Geology: N/A.  Hazards: N/A.  Pop &amp; Housing: N/A.  Water: N/A.  Land Use and Rec: N/A  Noise: N/A.  Pub Svcs &amp; Utilities: See discussion above.  Transportation: See discussion above.</p> <p><u>Summary</u></p> <p>The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum.</p>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			<p>The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>
<p><b>LU 2.7</b></p>	<p><b>LU 2.7 High-Density Residential (R-HD). [GP]</b>                      This category permits multifamily housing units and accessory uses customarily associated with residences. Such areas may also function as a transition between higher intensity business uses and medium-density multifamily housing and single-family residential neighborhoods. Housing for special needs populations may be approved by special use permit at higher than the base density in this designation provided that the City finds that the impacts on traffic, public facilities and services, biological resources, air and water quality, visual resources, or other environmental resources would not be greater than the impacts associated with development at the base density. This designation is intended to provide for development of residential units at densities ranging from 20.01 units per acre to 30.0 units per acre. In order to achieve efficient use of a limited supply of land designated in this use category, the minimum density permitted shall be 15.0 units per acre, except where site-specific constraints are determined to limit development to fewer units. Assuming an average household size of 2.0 to 3.0 persons, this use category allows population densities between 40 persons per acre and 90 persons per acre.</p>	<p><b>LU 2.7 High-Density Residential (R-HD). [GP]</b>                      This category permits multifamily housing units and accessory uses customarily associated with residences. Such areas may also function as a transition between higher intensity business uses and medium-density multifamily housing and single-family residential neighborhoods. Housing for special needs populations may be approved by special use permit at higher than the base density in this designation provided that the City finds that the impacts on traffic, public facilities and services, biological resources, air and water quality, visual resources, or other environmental resources would not be greater than the impacts associated with development at the base density. This designation is intended to provide for development of residential units at densities ranging from 20.01 units per acre to 30.0 units per acre. In order to achieve efficient use of a limited supply of land designated in this use category, the minimum density permitted shall be 15.0 units per acre, except where site-specific constraints are determined to limit development to fewer units. Assuming an average household size of 2.0 to 3.0 persons, this use category allows population densities between 40 persons per acre and 90 persons per acre.</p>	<p><u>Final Recommended Amendment</u>                      The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u>                      This amendment eliminates the requirement for a Special Use Permit to develop housing for special needs populations. The purpose for the amendment is to encourage special needs housing by removing the requirement for this special permit. In so doing, there is more certainty for a nonprofit or private developer to develop these sites and secure funding and governmental subsidies (in the case of special needs populations) to finance the project. The amendment does not intensify uses or cause additional buildout not already allowed in the Land Use Element. As such, additional impacts associated with GP/CLUP buildout (Impact 3.10-1) are not anticipated. No CEQA impacts are anticipated.</p> <p><u>Applicability by Environmental Topic</u>                      Aesthetics/Visual: NA.                      Agriculture: N/A.                      Air Quality: N/A.                      Biology: N/A.                      Cultural: N/A.                      Geology: N/A.                      Hazards: N/A.                      Pop &amp; Housing: N/A.                      Water: N/A.                      Land Use and Rec: See discussion above.                      Noise: N/A.                      Pub Svcs &amp; Utilities: N/A.                      Transportation: N/A.</p> <p><u>Summary</u>                      The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum.</p>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.
LU 3.6	<p><b>LU 3.6 Visitor Commercial (C-V). [GP/CP]</b> This use category is intended to provide for a variety of commercial uses of low to moderate intensity often at or near scenic locations that may serve as destinations for visitors. Customers are anticipated to drive or be transported to these establishments by vehicles. Development in Visitor Commercial areas shall be designed in a manner that will limit encroachment into residential or resource areas. When located near the beach or other natural areas, public access to resource areas shall be required. Time-shares, fractional ownerships, and similar ownership forms for hotels and other transient lodging uses shall be prohibited to assure these accommodations are available without limitation to the general public and protect the City's transient occupancy tax base.</p>	<p><b>LU 3.6 Visitor Commercial (C-V). [GP/CP]</b> This use category is intended to provide for a variety of commercial uses of low to moderate intensity often at or near scenic locations that may serve as destinations for visitors. Customers are anticipated to drive or be transported to these establishments by vehicles. Development in Visitor Commercial areas shall be designed in a manner that will limit encroachment into residential or resource areas. When located near the beach or other natural areas, public access to resource areas shall be required. Time-shares, fractional ownerships, <u>hotel condominiums</u>, and similar ownership forms for hotels and other transient lodging uses shall be <del>prohibited</del> <u>permitted uses, regulated through measures including but not limited to owner-occupancy limitations</u>, to assure these accommodations are available without limitation to the general public and protect the City's transient occupancy tax base.</p>	<p><u>Final Recommended Amendment</u></p> <p><b>LU 3.6 Visitor Commercial (C-V). [GP/CP]</b> This use category is intended to provide for a variety of commercial uses of low to moderate intensity often at or near scenic locations that may serve as destinations for visitors. Customers are anticipated to drive or be transported to these establishments by vehicles. Development in Visitor Commercial areas shall be designed in a manner that will limit encroachment into residential or resource areas. When located near the beach or other natural areas, public access to resource areas shall be required. <u>Transient lodging units such as hotels that are operated as hotel condominiums, time-shares, or under a fractional ownership model</u> <del>Time shares, fractional ownerships, and similar ownership forms for hotels and other transient lodging uses shall be prohibited</del> <u>shall be permitted uses, regulated through measures including but not limited to owner-occupancy limitations</u>, to assure these accommodations are available without limitation to the general public and protect the City's transient occupancy tax base.</p> <p><u>Discussion</u></p> <p>The recommended amendment relates to forms of transient lodging ownership, and would better reflect policy consistency with Coastal Act requirements for time shares. Expanding the range of hotel ownership opportunities is a policy directive that does not create environmental impacts and therefore would not result in new significant impacts under CEQA.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A. Agriculture: N/A. Air Quality: N/A. Biology: N/A.</p>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			Cultural: N/A. Geology: N/A. Hazards: N/A. Pop & Housing: N/A. Water: N/A. Land Use and Rec: N/A. Noise: N/A. Pub Svcs & Utilities: N/A. Transportation: N/A.  <u>Summary</u> The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.
LU 8.4	<p><b>LU 8.4 Affordable Housing Development. [GP]</b>                      The land area addressed by this policy, which was redesignated from nonresidential to residential use through adoption of this plan, is intended to accommodate a substantial portion of the future production of affordable housing units within the city. These sites shall be subject to an Affordable Housing Overlay Zone.</p>	<p><b>LU 8.4 Affordable Housing Development. [GP]</b>                      The land area addressed by this policy, which was redesignated from nonresidential to residential use through adoption of this plan, is intended to accommodate a substantial portion of the future production of affordable housing units within the city. These sites <del>shall</del> <u>may</u> be subject to an Affordable Housing Overlay Zone <u>that can provide development standards and incentives to facilitate the production of affordable housing.</u></p>	<p><u>Final Recommended Amendment</u>  <b>LU 8.4 Affordable Housing Development. [GP]</b>                      The land area addressed by this policy, which was redesignated from nonresidential to residential use through adoption of this plan, is intended to accommodate a substantial portion of the future production of affordable housing units within the city. These sites <del>shall</del> <u>may</u> be subject to an Affordable Housing Overlay Zone <u>that can provide development standards and incentives to facilitate the production of affordable housing.</u></p> <p><u>Discussion</u>                      The amendment allows flexibility in the requirement for an Affordable Housing Overlay and clarifies that standards and incentives related to affordable housing may be detailed in the overlay. The final recommended amendment reference to “a portion of” is retained because the mid-Hollister sites comprise only a portion of future affordable housing production and is a factually correct statement. The amendment does not increase (or decrease) impacts associated with GP/CLUP buildout (Impact 3.10-1). It is a policy directive that does not create environmental impacts and therefore would not result in new significant</p>

Notes:

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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			<p>impacts under CEQA.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.                      Agriculture: N/A.                      Air Quality: N/A.                      Biology: N/A.                      Cultural: N/A.                      Geology: N/A.                      Hazards: N/A.                      Pop &amp; Housing: N/A.                      Water: N/A.                      Land Use and Rec: See discussion above.                      Noise: N/A.                      Pub Svcs &amp; Utilities: N/A.                      Transportation: N/A.</p> <p><u>Summary</u></p> <p>The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>
<p><b>LU 9.1</b></p>	<p><b>LU 9.1 Site #1 – Coastal Resort Parcels (Visitor Commercial). [GP/CP]</b> The Land Use Plan map designates the lands occupied as of 2005 by Bacara Resort as Visitor Commercial. This site is the only shoreline land in the city that is designated in this category or that is suitable for this type of use. The requirements applicable to this site are as follows (see Figure 2-2):</p> <ol style="list-style-type: none"> <li>a. The site shall continue to be used for transient lodging, such as a hotel, and various facilities and services accessory to transient lodging, such as restaurants, retail shops, conferences and meetings, hotel-related events, recreational services, and other services that are dependent upon a coastal location, while ensuring the conservation and protection of coastal resources.</li> <li>b. The number of transient lodging units or rooms shall not exceed the number permitted as of</li> </ol>	<p><b>LU 9.1 Site #1 – Coastal Resort Parcels (Visitor Commercial). [GP/CP]</b> The Land Use Plan Map designates the lands that comprise within the occupied as of 2005 by Bacara Resort as Visitor Commercial. This site is the only shoreline land in the City that is designated in this category or that is suitable for this type of use. The requirements applicable to this property are as follows:</p> <ol style="list-style-type: none"> <li>a. The site shall continue to be used for transient lodging, such as a hotel and various facilities and services accessory to transient lodging such as restaurants, retail shops, conferences and meetings, hotel-related events, recreational services, and other services that are dependent upon a coastal location, while ensuring the conservation and protection of coastal resources.</li> <li>b. The number of transient lodging units or rooms</li> </ol>	<p><u>Final Recommended Amendment</u></p> <p><b>LU 9.1 Site #1 – Coastal Resort Parcels (Visitor Commercial). [GP/CP]</b> The Land Use Plan Map designates the lands that comprise the occupied as of 2005 by Bacara Resort as Visitor Commercial. This site is the only shoreline land in the city that is designated in this category or that is suitable for this type of use. The requirements applicable to this site property are as follows (see Figure 2-2):</p> <ol style="list-style-type: none"> <li>a. The site shall continue to be used for transient lodging, such as a hotel, and various facilities and services accessory to transient lodging, such as restaurants, retail shops, conferences and meetings, hotel-related events, recreational services, and other services that are dependent upon a coastal location, while ensuring the conservation and protection of coastal</li> </ol>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
	<p>2005.</p> <p>c. Residential use shall be prohibited.</p> <p>d. All transient lodging units shall be limited to occupancy for no more than 30 consecutive days and shall be available for overnight stays by the general public.</p> <p>e. Time-shares or fractional ownerships of transient lodging units, vacation clubs, and similar mechanisms that limit occupancy of units to a group of owners or members of a club or otherwise give preference to these persons rather than the general public are prohibited.</p> <p>f. Approval of any proposal for a condominium or cooperative form of ownership shall limit occupancy by owners of individual units to 30 or fewer consecutive days for any single stay and no more than 60 total days in any calendar year. All transient lodging units in condominium ownership shall be made available for transient occupancy use by the general public through the hotel reservation system at times when units are not occupied by their owners.</p> <p>g. Any expansion or alteration of existing development shall be required to maintain or expand the extent of existing coastal access facilities, including parking and vertical access to the beach.</p> <p>h. Any expansion or alternation of existing development shall be required to protect environmentally sensitive habitats and archaeological resources, including provision of the buffers set forth in the Conservation Element.</p>	<p>shall not exceed the number permitted as of 2005.</p> <p><del>e-b.</del> Residential use shall be prohibited.</p> <p><del>d-c.</del> All transient lodging units <u>that are fractionally owned, hotel condominiums, or subject to time share regulations</u> shall be limited to occupancy for no more than 30 consecutive days <u>at any one time</u> and shall be available for overnight stays by the general public.</p> <p><del>e-d.</del> Time-shares, <u>hotel condominiums, or fractional ownership of transient lodging units, vacation clubs, and similar mechanism that limit occupancy of units to a group of owners or members of a club or otherwise give preference to these persons rather than the general public are prohibited.</u> shall be a permitted use <u>regulated by mechanisms such as owner-occupancy limits, to ensure that these accommodations are available to the general public.</u></p> <p><del>f-e.</del> Approval of any proposal for a <u>time-share, fractional ownership, hotel condominium, and similar ownership forms for hotels and other transient lodging uses, condominium, or cooperative form of ownership shall limit occupancy by owners of individual units to 30 or fewer consecutive days for any single stay and no more than 60 90 total days in any calendar year. All transient lodging units in above-mentioned forms of condominium ownership shall be made available for transient occupancy use by the general public through the hotel reservation system at times when units are not occupied by their owners.</u></p> <p><del>g-f.</del> Any expansion or alteration of existing development shall be required to maintain or expand the extent of existing coastal access facilities, including parking and vertical access to the beach.</p> <p><del>h-g.</del> Any expansion or alternation of existing development shall be required to protect environmentally sensitive habitats <u>designated in Figure 4-1, Special-Status Species and Environmentally Sensitive Habitat Areas</u> and</p>	<p>resources.</p> <p><del>b.</del> The number of transient lodging units or rooms shall not exceed the number permitted as of 2005.</p> <p><del>e-b.</del> Residential use shall be prohibited.</p> <p><del>d-c.</del> All transient lodging units <u>that are fractionally owned, hotel condominiums, or subject to time share regulations such as hotels that are operated as hotel condominiums, time-shares, or under a fractional ownership model shall be limited to occupancy for no more than 30 consecutive days at any one time</u> and shall be available for overnight stays by the general public.</p> <p><del>e-d.</del> Time shares or fractional ownerships of transient lodging units, vacation clubs, and similar mechanisms that limit occupancy of units to a group of owners or members of a club or otherwise give preference to these persons rather than the general public are prohibited. <u>Transient lodging units such as hotels that are operated as hotel condominiums, time-shares, or under a fractional ownership model shall be a permitted use regulated by mechanisms such owner-occupancy limits, to ensure that these accommodations are available to the general public.</u></p> <p><del>f-e.</del> Approval of any proposal for <u>transient lodging units such as hotels that are operated as hotel condominiums, time-shares, or under a fractional ownership model a condominium or cooperative form of ownership shall limit occupancy by owners of individual units to 30 or fewer consecutive days for any single stay and no more than 60 90 total days in any calendar year. All transient lodging units in condominium above-mentioned forms of ownership shall be made available for transient occupancy use by the general public through the hotel reservation system at times when units are not occupied. by their owners.</u></p> <p><del>g-f.</del> Any expansion or alteration of existing development shall be required to maintain or expand the extent of existing coastal access</p>

**Notes:**

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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
		<p>archaeological resources, including provision of the buffers set forth in the Conservation Element.</p>	<p>facilities, including parking and vertical access to the beach.</p> <p>h- g. Any expansion or alteration of existing development shall be required to protect environmentally sensitive habitats and archaeological resources, including provision of the buffers set forth in the Conservation Element.</p> <p><u>Discussion</u></p> <p>The recommended amendment (in subparts b through f) relates to forms of transient lodging ownership, and would better reflect policy consistency with Coastal Act requirements for time shares. Expanding the range of hotel ownership opportunities is a policy directive that does not create environmental impacts and therefore would not result in new significant impacts under CEQA.</p> <p>The adopted policy language in subpart g reinforces the use of the Conservation Element policies as a reference for documenting environmentally sensitive habitats. The adopted policy language in subpart g (subpart h in the adopted policy) is therefore retained because the proposed amendment incorrectly designates ESHA based on a map instead of site-specific conditions, as required in the Conservation Element. Because there is no amendment to subpart g (subpart h in the adopted policy), with the exception of correcting the spelling of "alteration", no CEQA analysis is required.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.                      Agriculture: N/A.                      Air Quality: N/A.                      Biology: N/A.                      Cultural: N/A.                      Geology: N/A.                      Hazards: N/A.                      Pop &amp; Housing: N/A.                      Water: N/A.                      Land Use and Rec: N/A.                      Noise: N/A.                      Pub Svcs &amp; Utilities: N/A.                      Transportation: N/A.</p>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
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TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			<p><u>Summary</u></p> <p>The appropriate form of environmental documentation for this proposed amendment is a CEQA Addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>
<p><b>LU IA-6</b></p>	<p><b>LU-IA-6 Transfer of Development Rights Ordinance/Program.</b> This measure is intended to create an ordinance prescribing procedures for transfer of development rights from parcels within Goleta that may not be buildable due to policy limitations associated with habitat resources to receiving sites designated by the Land Use Plan map for residential use. In addition to the ordinance, the program would need to identify both sending and receiving sites and describe the procedures applicable to approval of individual density transfers.</p> <p>Time period: 2007 to 2008</p> <p>Responsible parties: Planning and Environmental Services Department, and City Council</p>	<p><b>LU-IA-6 Transfer of Development Rights Ordinance/Program.</b> This measure is intended to create an ordinance prescribing procedures for transfer of development rights from parcels within Goleta that may not be buildable due to policy limitations associated with habitat resources to receiving sites designated by the Land Use Plan map for residential use. In addition to the ordinance, the program would need to identify both sending and receiving sites and describe the procedures applicable to approval of individual density transfers. <u>In order to facilitate regional planning goals, the program may include the consideration of areas outside the City's jurisdiction as sender and/or receiver sites.</u></p> <p>Time period: 2008<del>7</del> to 2009<del>8</del></p> <p>Responsible parties: Planning and Environmental Services Department, and City Council</p>	<p><u>Final Recommended Amendment</u></p> <p>The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u></p> <p>Adopted Implementation Action LU-IA-6 restricts development right transfers to parcels within Goleta only. The proposed amendment allows for the consideration of a transfer of development right (TDR) to include areas outside the City's jurisdiction in order to facilitate regional planning goals. Expanding the TDR program to areas outside the City boundary does not alter land use designations within the City and therefore does not create additional impacts associated with GP/CLUP buildout (Impact 3.10-1). When an actual TDR project is established, specific impacts related to the project will be evaluated as part of the project permitting process. No new significant CEQA impacts are expected at this time as a result of this proposed amendment.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.  Agriculture: N/A.  Air Quality: N/A.  Biology: N/A.  Cultural: N/A.  Geology: N/A.  Hazards: N/A.  Pop &amp; Housing: N/A.  Water: N/A.  Land Use and Rec: See discussion above.  Noise: N/A.  Pub Svcs &amp; Utilities: N/A.</p>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			Transportation: N/A.  <u>Summary</u> The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.
<b>LU Tables 2-1 through 2-4</b>	See attached tables of Standards for Building Intensity.	See attached tables for the removal of Standards for Building Intensity.	<u>Final Recommended Amendment</u> The final recommended amendment is the same as the proposed amendment per Council direction.  <u>Discussion</u> The proposed amendment removes building intensity standards shown in Tables 2-1 through 2-4 for two reasons: (1) building intensity standards are typically placed in a zoning ordinance; and (2) Government Code Section 65302(a) requires the designation of allowed uses and densities, not intensities, for various land use designations in General Plans. Removal of the building intensity standards does not alter land use designations within the City and therefore does not create additional impacts associated with GP/CLUP buildout (Impact 3.10-1) that were not otherwise analyzed in the GP/CLUP FEIR. No new significant CEQA impacts are expected.  Policies in the Visual and Historic Resources Element such as VH 3 Community Character and VH 4 Design Review, are used to address neighborhood compatibility issues. Building intensity standards were not used in the GP/CLUP FEIR as a mitigating effect on compatibility (see Impact 3.1-2 ). Therefore, the removal of building intensity standards from the Land Use Element tables does not alter the conclusions derived in the Aesthetics/Visual section of the FEIR.  <u>Applicability by Environmental Topic</u> Aesthetics/Visual: See discussion above. Agriculture: N/A Air Quality: N/A. Biology: N/A.

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			Cultural: N/A. Geology: N/A. Hazards: N/A. Pop & Housing: N/A. Water: N/A. Land Use and Rec: See discussion above. Noise: N/A. Pub Svcs & Utilities: N/A. Transportation: N/A.  <u>Summary</u> The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in the placement of standards within a general plan or zoning ordinance, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.
LU 2.1	<b>LU 2.1 Residential Land Use Categories.</b> [GP/CP] The residential land use categories, permitted uses, and standards for density and building intensity are shown in Table 2-1. The planned residential densities and building intensities in residential neighborhoods have been established to be consistent with the density, intensity, and scale of existing development in order to reinforce the character of well-established neighborhoods.	<b>LU 2.1 Residential Land Use Categories.</b> [GP/CP] The residential land use categories, permitted uses, and standards for density <del>and building intensity</del> are shown in Table 2-1. The planned residential densities <del>and building intensities</del> in residential neighborhoods have been established to be consistent with the density, <del>intensity, and scale of</del> existing development in order to reinforce the character of well-established neighborhoods.	<u>Final Recommended Amendment</u> The final recommended amendment is the same as the proposed amendment per Council direction.  <u>Discussion</u> The proposed amendment removes the reference to building intensity standards for consistency with the Council-initiated amendments in Tables 2-1 through 2-4. The CEQA review relating to the removal of building intensity standards is provided in the analysis for the Land Use Tables 2-1 through 2-4 and applies to this amendment.
LU 2.2	<b>LU 2.2 Residential Use Densities.</b> [GP/CP] All proposed residential projects shall be consistent with the standards for density and building intensity set forth in this plan. The densities described in the policies for the residential use categories and in Table 2-1 are maximum permitted densities but are not guaranteed. Density of development allowed on any site shall reflect site constraints, including: a. Environmentally sensitive habitat areas (ESHA). b. Areas prone to flooding and geologic, slope instability, or other natural hazards.	<b>LU 2.2 Residential Use Densities.</b> [GP/CP] All proposed residential projects shall be consistent with the standards for density <del>and building intensity</del> set forth in this plan. The densities described in the policies for the residential use categories and in Table 2-1 are maximum permitted densities but are not guaranteed. Density of development allowed on any site shall reflect site constraints, including: a. Environmentally sensitive habitat areas (ESHA). b. Areas prone to flooding and geologic, slope instability, or other natural hazards.	<u>Final Recommended Amendment</u> The final recommended amendment is the same as the proposed amendment per Council direction.  <u>Discussion</u> The proposed amendment removes the reference to building intensity standards for consistency with the Council-initiated amendments in Tables 2-1 through 2-4. The CEQA review relating to the removal of building intensity standards is provided in the analysis for the Land Use Tables 2-1 through 2-4 and applies to this

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
	c. Areas with stormwater drainage problems. d. Presence of other significant hazards or hazardous materials. e. Protection of significant public and private views. f. Exposure to exterior noise levels that exceed a Community Noise Exposure Level (CNEL) of 60 dBA (see related NE 1.2). g. Areas with archaeological or cultural resources. h. Deficiencies in the type or level of services necessary for urban development, such as transportation facilities (roadway and pedestrian), sewer and water service, and emergency service response time. i. Prevailing densities of adjacent developed residential areas.	c. Areas with stormwater drainage problems. d. Presence of other significant hazards or hazardous materials. e. Protection of significant public and private views. f. Exposure to exterior noise levels that exceed a Community Noise Exposure Level (CNEL) of 60 dBA (see related NE 1.2). g. Areas with archaeological or cultural resources. h. Deficiencies in the type or level of services necessary for urban development, such as transportation facilities (roadway and pedestrian), sewer and water service, and emergency service response time. i. Prevailing densities of adjacent developed residential areas.	amendment.
<b>LU 3.1</b>	<b>LU 3.1 Commercial Land Use Categories.</b> [GP/CP] Table 2-2 shows the permitted uses and standards for building intensity in each of the commercial land use designations. The commercial use categories are intended to provide appropriate locations for business uses that serve neighborhoods, the community, the region, and the traveling public while seeking to minimize traffic congestion, visual, and other impacts on surrounding residential areas. The intent of each use category is further described in the following sections.	<b>LU 3.1 Commercial Land Use Categories.</b> [GP/CP] Table 2-2 shows the permitted uses <del>and standards for building intensity</del> in each of the commercial land use designations. The commercial use categories are intended to provide appropriate locations for business uses that serve neighborhoods, the community, the region, and the traveling public while seeking to minimize traffic congestion, visual, and other impacts on surrounding residential areas. The intent of each use category is further described in the following sections.	<u>Final Recommended Amendment</u> The final recommended amendment is the same as the proposed amendment per Council direction. <u>Discussion</u> The proposed amendment removes the reference to building intensity standards for consistency with the Council-initiated amendments in Tables 2-1 through 2-4. The CEQA review relating to the removal of building intensity standards is provided in the analysis for the Land Use Tables 2-1 through 2-4 and applies to this amendment.
<b>LU 4.2</b>	<b>LU 4.2 Business Park (I-BP).</b> [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	<b>LU 4.2 Business Park (I-BP).</b> [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, <u>as set forth in LU 1.12.</u> <del>The maximum FAR set forth in Table 2-3 is increased from 0.4 to 0.5 for hotel uses.</del> Activities in business	<u>Final Recommended Amendment</u> The final recommended amendment is the same as the proposed amendment per Council direction. <u>Discussion</u> The proposed amendment removes the reference to building intensity standards for consistency with the Council-initiated amendments in Tables 2-1 through 2-4. The CEQA review relating to the removal of building intensity standards is provided in the analysis for the Land Use Tables 2-1 through 2-4 and applies to this amendment.

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
	<p>conducted primarily indoors, and outdoor storage, processing, manufacturing, and vehicle repair are prohibited.</p> <p>Performance standards for Business Park uses shall ensure that:</p> <ul style="list-style-type: none"> <li>a. The scale and design of these uses are compatible with each other and with the existing character of the park and surrounding neighborhoods.</li> <li>b. Lighting from these uses will not interfere or conflict with adjacent nonindustrial properties.</li> <li>c. Signage will be controlled.</li> <li>d. Curb cuts will be minimized and sharing of access encouraged.</li> <li>e. Adequate and safe motorized and nonmotorized access to the site is provided, and transportation and circulation impacts, especially on residential areas, will be mitigated.</li> <li>f. Quality landscaping, including outdoor seating areas, will be provided to enhance the visual appeal of the area.</li> </ul>	<p>park areas shall be conducted primarily indoors, and outdoor storage, processing, manufacturing, and vehicle repair are prohibited.</p> <p>Performance standards for Business Park uses shall ensure that:</p> <ul style="list-style-type: none"> <li>a. The scale and design of these uses are compatible with each other and with the existing character of the park and surrounding neighborhoods.</li> <li>b. Lighting from these uses will not interfere or conflict with adjacent nonindustrial properties.</li> <li>c. Signage will be controlled.</li> <li>d. Curb cuts will be minimized and sharing of access encouraged.</li> <li>e. Adequate and safe motorized and nonmotorized access to the site is provided, and transportation and circulation impacts, especially on residential areas, will be mitigated.</li> <li>f. Quality landscaping, including outdoor seating areas, will be provided to enhance the visual appeal of the area.</li> </ul>	
<p><b>LU 4.3</b></p>	<p><b>LU 4.3 Office and Institutional (I-OI). [GP]</b> This designation is intended to provide areas for existing and future office-based uses. Uses allowed include moderate-density business and professional offices, medical and medical-related uses, hospitals, research and development, services oriented primarily to employees (such as day care centers, restaurants, personal and professional services), and public and quasi-public uses. In addition, lands designated with a Hotel Overlay may include transient lodging and related uses. Mixed-use developments with residential uses on the same site may be permitted at appropriate locations where the residential uses are compatible with adjacent uses and do not break up the continuity of office and institutional uses.</p> <p>The Office and Institutional use category includes lands intended to support the needs of the Goleta Valley Cottage Hospital and related medical services. These lands, which are in the vicinity of Hollister Avenue and Patterson Avenue, are designated within a Hospital Overlay on the land use plan map (Figure 2-1). The following shall apply solely to lands within</p>	<p><b>LU 4.3 Office and Institutional (I-OI). [GP]</b> This designation is intended to provide areas for existing and future office-based uses. Uses allowed include moderate-density business and professional offices, medical and medical-related uses, hospitals, research and development, services oriented primarily to employees (such as day care centers, restaurants, personal and professional services), and public and quasi-public uses. In addition, lands designated with a Hotel Overlay may include transient lodging and related uses. Mixed-use developments with residential uses on the same site may be permitted at appropriate locations where the residential uses are compatible with adjacent uses and do not break up the continuity of office and institutional uses.</p> <p>The Office and Institutional use category includes lands intended to support the needs of the Goleta Valley Cottage Hospital and related medical services. These lands, which are in the vicinity of Hollister Avenue and Patterson Avenue, are designated within a Hospital Overlay on the land use plan map (Figure 2-1). <del>The following shall apply solely to lands within</del></p>	<p><u>Final Recommended Amendment</u></p> <p>The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u></p> <p>The proposed amendment removes the reference to building intensity standards for consistency with the Council-initiated amendments in Tables 2-1 through 2-4. Hospital Overlay height standards remain in the policy to ensure that allowances remain in the GP/CLUP, and ultimately the zoning code, for flexibility in the upgrades required to bring the hospital and medical buildings to current State hospital standards.</p> <p>The CEQA review relating to the removal of building intensity standards is provided in the analysis for the Land Use Tables 2-1 through 2-4 and applies to this amendment.</p>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
	<p>the Hospital Overlay:</p> <p>a. The maximum FAR set forth in Table 2-3 is increased from 0.4 to 0.8 for hospital buildings and to 0.5 for medical office buildings. The portions of garage structures devoted to vehicular parking and circulation shall not be included in the calculation of the FAR.</p> <p>b. The maximum structure height set forth in Table 2-3 is increased from 35 feet to 55 feet for hospital buildings and to 45 feet for medical office buildings, provided however that no building shall exceed 3 stories in height. The heights of hospital and medical office buildings shall be the minimum height necessary to comply with applicable state hospital construction standards and/or technical requirements.</p> <p>c. The maximum lot coverage ratio set forth in Table 2-3 is increased from 0.4 to 0.6 for hospitals and to 0.5 for medical office buildings.</p>	<p>the Hospital Overlay:</p> <p>a. <del>The maximum FAR set forth in Table 2-3 is increased from 0.4 to 0.8 for hospital buildings and to 0.5 for medical office buildings. The portions of garage structures devoted to vehicular parking and circulation shall not be included in the calculation of the FAR.</del></p> <p>b. <del>The maximum structure height shall be set forth in Table 2-3 is increased from 35 feet to 55 feet for hospital buildings and to 45 feet for medical office buildings, provided however that no building shall exceed 3 stories in height. The heights of hospital and medical office buildings shall be the minimum height necessary to comply with applicable state hospital construction standards and/or technical requirements.</del></p> <p>c. <del>The maximum lot coverage ratio set forth in Table 2-3 is increased from 0.4 to 0.6 for hospitals and to 0.5 for medical office buildings.</del></p>	
<p><b>LU 5.1</b></p>	<p><b>LU 5.1 General. [GP/CP]</b> Table 2-4 shows the permitted uses and standards for building intensity for the Public and Quasi-Public land use category.</p>	<p><b>LU 5.1 General. [GP/CP]</b> Table 2-4 shows the permitted uses and standards <del>for building intensity</del> for the Public and Quasi-Public land use category.</p>	<p><u>Final Recommended Amendment</u></p> <p>The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u></p> <p>The proposed amendment removes the reference to building intensity standards for consistency with the Council-initiated amendments in Tables 2-1 through 2-4. The CEQA review relating to the removal of building intensity standards is provided in the analysis for the Land Use Tables 2-1 through 2-4 and applies to this amendment.</p>
<p><b>LU 6.1</b></p>	<p><b>LU 6.1 General. [GP/CP]</b> Table 2-4 shows the Park and Open Space use categories, including permitted uses and standards for building intensity for each category. The two use categories are intended to identify appropriate locations for parks and other active recreational uses and for open space and passive recreation. The intent of each use category is further described in the following sections.</p>	<p><b>LU 6.1 General. [GP/CP]</b> Table 2-4 shows the Park and Open Space use categories, including permitted uses and standards <del>for building intensity</del> for each category. The two use categories are intended to identify appropriate locations for parks and other active recreational uses and for open space and passive recreation. The intent of each use category is further described in the following sections.</p>	<p><u>Final Recommended Amendment</u></p> <p>The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u></p> <p>The proposed amendment removes the reference to building intensity standards for consistency with the Council-initiated amendments in Tables 2-1 through 2-4. The CEQA review relating to the removal of building intensity standards is provided in the analysis for the Land Use Tables 2-1 through 2-4 and applies to this</p>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
LU 7.1	<p><b>LU 7.1 General. [GP]</b> Table 2-4 shows the permitted uses and standards for building intensity for the Agriculture land use category. Related standards for management of agricultural areas are set forth in Policy CE 11 in the Conservation Element.</p>	<p><b>LU 7.1 General. [GP]</b> Table 2-4 shows the permitted uses and standards for building intensity for the Agriculture land use category. Related standards for management of agricultural areas are set forth in Policy CE 11 in the Conservation Element.</p>	<p>amendment.</p> <p><u>Final Recommended Amendment</u> The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u> The proposed amendment removes the reference to building intensity standards for consistency with the Council-initiated amendments in Tables 2-1 through 2-4. The CEQA review relating to the removal of building intensity standards is provided in the analysis for the Land Use Tables 2-1 through 2-4 and applies to this amendment.</p>
LU Table 2-3	<p>LU Table 2-3 Allowable Uses and Standards for Office and Industrial Use Categories</p>	<p>Revise Table 2-3 to include a note that clarifies the following: "Warehousing is allowed in Business Park (I-BP) land uses if it is in association with a primary permitted use."</p>	<p><u>Final Recommended Amendment</u> The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u> The purpose of the amendment is to reflect existing conditions in the Business Park land use designation. Allowing warehousing in this land use designation as long as it is in association with a primary permitted use does not alter land use designations within the City and therefore does not create additional impacts associated with GP/CLUP buildout (Impact 3.10-1) that were not otherwise analyzed in the GP/CLUP FEIR. No new significant CEQA impacts are expected.</p> <p><u>Applicability by Environmental Topic</u> Aesthetics/Visual: N/A. Agriculture: N/A Air Quality: N/A. Biology: N/A. Cultural: N/A. Geology: N/A. Hazards: N/A. Pop &amp; Housing: N/A. Water: N/A. Land Use and Rec: See discussion above. Noise: N/A. Pub Svcs &amp; Utilities: N/A. Transportation: N/A.</p> <p><u>Summary</u> The appropriate form of environmental documentation</p>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			for this proposed amendment is a CEQA addendum. The amendment comprises a minor clarification in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.
<p><b>LU Figure 2-1 Land Use Plan Map</b></p>	<p>Land Use Element Figure 2-1 Land Use Plan Map</p>	<p>Change the Winchester Commons 76 Gas Station (APN 079-121-016) land use designation from Community Commercial to Intersection Commercial or General Commercial.</p>	<p><u>Final Recommended Amendment</u> The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u> The purpose of the proposed amendment is to revise the land use category to Intersection Commercial for this parcel because it reflects the most consistent designation for the existing use, a gas station. Changing the designation to match the existing use does not create additional impacts associated with GP/CLUP buildout (Impact 3.10-1) that were not otherwise analyzed in the GP/CLUP FEIR. No new significant CEQA impacts are expected.</p> <p><u>Applicability by Environmental Topic</u> Aesthetics/Visual: N/A. Agriculture: N/A Air Quality: N/A. Biology: N/A. Cultural: N/A. Geology: N/A. Hazards: N/A. Pop &amp; Housing: N/A. Water: N/A. Land Use and Rec: See discussion above. Noise: N/A. Pub Svcs &amp; Utilities: N/A. Transportation: N/A.</p> <p><u>Summary</u> The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical refinement in land use designation, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified</p>

Notes:

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TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.
<p><b>LU Fig. 2-1 Land Use Map</b></p>	<p>Land Use Element Figure 2-1 Land Use Plan Map.</p>	<p>Revise the land use category from Open Space/Passive Recreation to Planned Residential (4.6 units per acre) for the following APNs: 079-554-023, 079-554-024, 079-554-025, 079-554-026, 079-554-027, 079-554-028, 079-554-029, 079-554-030, 079-554-031, 079-554-032, 079-554-039, 079-553-016, 079-553-015, 079-553-014, 079-553-013, 079-553-012, 079-553-011, and 079-553-010. An Open Space Overlay would apply to these 18 parcels.</p>	<p><u>Final Recommended Amendment</u> The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u> The purpose of the proposed amendment is to revise the land use category from Open Space/Passive Recreation to Planned Residential (4.6 units per acre) for the specified 18 parcels in order to retain a land use that is consistent with existing zoning. These 18 parcels are almost entirely located within ESHA and within the 100-year floodplain. Changing the designation from open space to residential type uses does not remove the protection for ESHA and flood hazard zones. As such, development on these parcels may be limited and would not create additional impacts associated with GP/CLUP buildout (Impact 3.10-1) that were not otherwise analyzed in the GP/CLUP FEIR. No new significant CEQA impacts are expected.</p> <p><u>Applicability by Environmental Topic</u> Aesthetics/Visual: N/A. Agriculture: N/A Air Quality: N/A. Biology: N/A. Cultural: N/A. Geology: N/A. Hazards: N/A. Pop &amp; Housing: N/A. Water: N/A. Land Use and Rec: See discussion above. Noise: N/A. Pub Svcs &amp; Utilities: N/A. Transportation: N/A.</p> <p><u>Summary</u> The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment corrects an inconsistency between the general plan and zoning ordinance, presents no new significant environmental effects nor a substantial</p>

Notes:

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TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.
OS-IA-1	<p><b>OS-IA-1 Preparation and Adoption of New Zoning Code.</b> A new zoning code to replace the County Zoning Code adopted by the City upon incorporation must be prepared and adopted by the City Council. The new zoning code may include an open space overlay district and establish requirements for dedications or reservations of lands for parks, coastal access, trails, and open space.</p> <p><u>Time period:</u> 2006 to 2007</p> <p><u>Responsible parties:</u> Planning and Environmental Services Department, Planning Agency, and City Council</p>	<p><b>OS-IA-1 Preparation and Adoption of New Zoning Code.</b> A new zoning code to replace the County Zoning Code adopted by the City upon incorporation must be prepared and adopted by the City Council. The new zoning code <del>shall</del> <u>may</u> include an open space overlay district and establish requirements for dedications or reservations of lands for parks, coastal access, trails, and open space. <u>At a minimum, the open space overlay will include the following APNs: 079-554-023, 079-554-024, 079-554-025, 079-554-026, 079-554-027, 079-554-028, 079-554-029, 079-554-030, 079-554-031, 079-554-032, 079-554-039, 079-553-016, 079-553-015, 079-553-014, 079-553-013, 079-553-012, 079-553-011, and 079-553-010.</u></p> <p><u>Time period:</u> 200<del>6</del> to 2009<del>7</del></p> <p><u>Responsible parties:</u> Planning and Environmental Services Department, Planning Agency, and City Council</p>	<p><u>Final Recommended Amendment</u></p> <p>The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u></p> <p>The purpose of this implementation action is to reflect Council direction regarding land use designation for the 18 parcels at the end of Mathilda Drive (see policy amendment direction for Figure 2-1, Land Use Plan Map). The amendment revises the land use designation from Open Space/Passive Recreation to Planned Residential (4.6 units per acre) for the specified 18 parcels in order to retain a land use that is consistent with existing zoning. The modifications of OS-IA-1 reflect this direction for consistency purposes.</p> <p>These 18 parcels are almost entirely located within ESHA and within the 100-year floodplain. Changing the designation from open space to residential type uses does not remove the protection for ESHA and flood hazard zones. As such, development on these parcels is likely to be extremely limited and would not create additional impacts associated with GP/CLUP buildout (Impact 3.10-1) that were not otherwise analyzed in the GP/CLUP FEIR. No new significant CEQA impacts are expected.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.  Agriculture: N/A  Air Quality: N/A.  Biology: N/A.  Cultural: N/A.  Geology: N/A.  Hazards: N/A.  Pop &amp; Housing: N/A.  Water: N/A.  Land Use and Rec: See discussion above.  Noise: N/A.  Pub Svcs &amp; Utilities: N/A.  Transportation: N/A.</p>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

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TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			<p><u>Summary</u></p> <p>The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment corrects an inconsistency between the general plan and zoning ordinance, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>
<p><b>LU Figure 2-1</b></p>	<p>Land Use Element Figure 2-1 Land Use Plan Map</p>	<p><i>Option 1:</i></p> <p>Change the FedEx and Cremona Triangle Parcel Land Use designation (APN 073-070-035; APN 073-330-030) on Figure 2-1 from General Commercial to Office and Institutional.</p> <p><i>Option 2:</i></p> <p>Revise Table 2-2 to include an X in the “Eating and Drinking Establishments” row for the C-G column. (see attachment)</p>	<p><u>Final Recommended Amendment</u></p> <p>The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u></p> <p>The purpose of the proposed amendment is to revise the land use designation to incorporate Option 1 and change the land use designation from General Commercial to Office and Institutional. The revised designation most efficiently meets the purpose of connecting adjacent business park employees with personal services. Changing the land use designation will not create additional impacts associated with GP/CLUP buildout (Impact 3.10-1) that were not otherwise analyzed in the GP/CLUP FEIR nor would it generate additional traffic impacts that would exceed a LOS standard (Impact 3.13-2) because any new project would be required to maintain LOS. No new significant CEQA impacts are expected.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.  Agriculture: N/A.  Air Quality: N/A.  Biology: N/A.  Cultural: N/A.  Geology: N/A.  Hazards: N/A.  Pop &amp; Housing: N/A.  Water: N/A.  Land Use and Rec: See discussion above.  Noise: N/A.  Pub Svcs &amp; Utilities: N/A.  Transportation: See discussion above.</p>

Notes:

1. The “Proposed Amendment” column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			<p><u>Summary</u></p> <p>The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical refinement in land use designation, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>
OS 2.4	<p><b>OS 2.4 Mitigation of Impacts to Vertical Coastal Access. [GP/CP]</b> New development, including expansions and/or alternations of existing development, shall be sited and designed to avoid impacts to public vertical accessways to the shoreline. If there is no feasible alternative that can eliminate all access impacts, then the alternative that would result in the least significant adverse impact shall be required. Impacts shall be mitigated through the dedication of an access and/or trail easement where the project site encompasses an existing or planned coastal accessway, as shown on the map in Figure 3-1.</p>	<p><b>OS 2.4 Mitigation of Impacts to Vertical Coastal Access. [GP/CP]</b> New development, including expansions and/or alternations of existing development, shall be sited and designed to avoid impacts to public vertical accessways to the shoreline <u>unless a comparable, feasible alternative is provided.</u> If there is no feasible alternative that can eliminate all access impacts, then the alternative that would result in the least significant adverse impact shall be required. Impacts shall be mitigated through the dedication of an access and/or trail easement <u>in the general location</u> where the project site encompasses an existing or planned coastal accessway, as shown <u>generally</u> on the map in Figure 3-1.</p>	<p><u>Final Recommended Amendment</u></p> <p><b>OS 2.4 Mitigation of Impacts to Vertical Coastal Access. [GP/CP]</b> New development, including expansions and/or alternations of existing development, shall be sited and designed to avoid impacts to public vertical accessways to the shoreline. If there is no feasible alternative that can eliminate all access impacts, then the alternative that would result in the least significant adverse impact shall be required. Impacts shall be mitigated through the dedication of an access and/or trail easement where the project site encompasses an existing or planned coastal accessway, as shown in Figure 3-1.</p> <p><u>Discussion</u></p> <p>The proposed amendment is not necessarily supported by the Section 30001.5 (Legislative Findings and declarations; goals) (c) of the Coastal Act because it threatens the locations of existing coastal access as the amendment does not define “comparable feasible alternative”. The policy already allows for alteration of existing accessways but only if there is no feasible alternative, which best reflects the Coastal Act. Because there is no amendment to the policy, with the exception of correcting the spelling of “alteration”, no CEQA analysis is required.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.  Agriculture: N/A  Air Quality: N/A.  Biology: N/A.  Cultural: N/A.  Geology: N/A.</p>

Notes:

1. The “Proposed Amendment” column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			<p>Hazards: N/A.                      Pop &amp; Housing: N/A.                      Water: N/A.                      Land Use and Rec: N/A.                      Noise: N/A.                      Pub Svcs &amp; Utilities: N/A.                      Transportation: N/A.</p> <p><u>Summary</u>                      The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor editorial change to correct a misspelling, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>
<p><b>OS Figure 3-2</b></p>	<p>Open Space Figure 3-2 Parks and Recreation Plan Map</p>	<p><i>Option 1:</i>                      Modify Figure 3-2 to remove the Regional Open Space designation from the parking lot, vertical access, and snack bar.</p> <p><i>Option 2:</i>                      Modify the definition of “Open Space” to include amenities/structures that support the public’s use or enjoyment of beach areas and other such open space areas in Policy OS 7.1 and leave the Figure 3-2 unchanged.</p>	<p><u>Final Recommended Amendment</u>                      No change to adopted GP/CLUP.</p> <p><u>Discussion</u>                      The definition of “Regional Open Space” in policy OS 6.7 includes amenities or features to include parking and access to parking, which is consistent with Figure 3-2. Section 30212.5 of the Coastal Act states “Whenever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.” Figure 3-2, Open Space Parks and Recreation Plan Map, is consistent with the Coastal Act and a change is not warranted. The recommendation is to not amend the policy.</p>
<p><b>SE 2.1</b></p>	<p><b>SE 2.1 Coastal Bluff Setbacks for Buildings. [GP/CP]</b> All new permanent buildings shall be set back at least 130 feet from the top of the bluff. The 130-foot setback consists of the sum of a) 100 times a conservative average rate of bluff retreat of 1.0 feet per year, and b) a 30-foot additional safety buffer. In cases of hardship, and subject to a conditional use permit, a lesser setback may be considered provided that a site-specific geological or geotechnical</p>	<p><b>SE 2.1 Coastal Bluff Setbacks for Buildings. [GP/CP]</b> All new permanent buildings shall be set back at least 130 feet from the top of the bluff. The 130-foot setback consists of the sum of a) 100 times a conservative average rate of bluff retreat of 1.0 feet per year, and b) a 30-foot additional safety buffer. <del>In cases of hardship, and subject to a conditional use permit, a lesser setback may be considered provided that a site-specific geological or geotechnical</del></p>	<p><u>Final Recommended Amendment</u>                      The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u>                      The proposed amendment eliminates the requirement for a conditional use permit. The adopted policy allows for a reduction in setbacks based on a scientific and engineering study, a broadly accepted best</p>

Notes:

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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
	<p>engineering study demonstrates that the average annual bluff retreat rate is less than 1.0 feet per year and that the proposed setback meets the 100-year bluff-retreat rate, plus 30 feet, standard. Repair and maintenance of existing bluff structures that encroach into the required setback are allowed. Minor additions (less than 10 percent of the existing building's floor area) to existing bluff-top structures within the bluff setback may be allowed, provided that the addition does not encroach further into the setback than the existing structure.</p>	<p>engineering study demonstrates that the average annual bluff retreat rate is less than 1.0 feet per year and that the proposed setback meets the 100-year bluff-retreat rate, plus 30 feet, standard. Repair and maintenance of existing bluff structures that encroach into the required setback are allowed. Minor additions (less than 10 percent of the existing building's floor area) to existing bluff-top structures within the bluff setback may be allowed, provided that the addition does not encroach further into the setback than the existing structure.</p>	<p>management practice. A reduction in setbacks would be subject to CEQA review, General Plan and Zoning analysis, design review, hearing deliberations, and approval of findings and conditions associated with the entitlements. Therefore, the requirement of a Conditional Use Permit is unnecessary. No new significant CEQA impacts are expected as a result of this proposed amendment.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.                      Agriculture: N/A.                      Air Quality: N/A.                      Biology: N/A.                      Cultural: N/A.                      Geology: N/A.                      Hazards: N/A.                      Pop &amp; Housing: N/A.                      Water: N/A.                      Land Use and Rec: N/A.                      Noise: N/A.                      Pub Svcs &amp; Utilities: N/A.                      Transportation: N/A.</p> <p><u>Summary</u></p> <p>The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment removes an unnecessary permit requirement, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>
SE 2.2	<p><b>SE 2.2 Coastal Bluff Setbacks for Other Structures. [GP/CP]</b> Structures other than buildings may be permitted within the 130-foot bluff setback area, but in no case shall any new structure be located less than 30 feet from the top of the coastal bluff. Structures subject to this provision include, but are not limited to, trails and minor recreational amenities such as benches, interpretive signage, and golf course active play areas. All such structures should be moveable or replaceable such that coastal armoring or coastal bluff retaining walls are not</p>	<p><b>SE 2.2 Coastal Bluff Setbacks for Other Structures. [GP/CP]</b> Structures other than buildings may be permitted within the 130-foot bluff setback area, but in no case shall any new structure be located less than 30 feet from the top of the coastal bluff. Structures subject to this provision include, but are not limited to, trails and minor recreational amenities such as benches, interpretive signage, and golf course active play areas. All such structures should be moveable or replaceable such that coastal armoring or coastal bluff retaining walls are not</p>	<p><u>Final Recommended Amendment</u></p> <p><b>SE 2.2 Coastal Bluff Setbacks for Other Structures. [GP/CP]</b> Structures other than buildings may be permitted within the 130-foot bluff setback area, but in no case shall any new structure be located less than 30 feet from the top of the coastal bluff. Structures subject to this provision include, but are not limited to, trails and minor recreational amenities such as benches, interpretive signage, and golf course active play areas. All such structures should be moveable or replaceable such that coastal</p>

Notes:

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2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
	necessary should these structures be threatened by bluff retreat.	necessary should these structures be threatened by bluff retreat.	<p>armoring or coastal bluff retaining walls are not necessary should these structures be threatened by bluff retreat. <u>This setback prohibition does not apply to minor structures associated with passive recreational uses such as signs and benches.</u></p> <p><u>Discussion</u></p> <p>The proposed amendment removes a possible list of “structures” that would be subject to the policy. It does not alter the criteria for the definition of “structure” such as the requirement that structures be moveable such that bluff armoring is not necessary. As such, the intent of the policy remains intact and the result of the amendment is a minor editorial change without environmental impact. No new significant CEQA impacts are expected as a result of this proposed amendment.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.                      Agriculture: N/A.                      Air Quality: N/A.                      Biology: N/A.                      Cultural: N/A.                      Geology: N/A.                      Hazards: N/A.                      Pop &amp; Housing: N/A.                      Water: N/A.                      Land Use and Rec: N/A.                      Noise: N/A.                      Pub Svcs &amp; Utilities: N/A.                      Transportation: N/A.</p> <p><u>Summary</u></p> <p>The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment removes unnecessary details in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>
<b>SE 9.3</b>	<b>SE 9.3 Limitations on Development and Uses.</b> [GP] The City shall establish and maintain standards	<b>SE 9.3 Limitations on Development and Uses.</b> [GP] The City shall establish and maintain standards	<u>Final Recommended Amendment</u> The final recommended amendment is the same as

Notes:

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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
	<p>in its zoning ordinance for use restrictions for development near the Santa Barbara Municipal Airport. These standards should comply with the Santa Barbara County Airport Land Use Plan and should identify uses that may be compatible in each zone. Within the Clear Zone and the Approach Zone within one mile of the runway ends, no development or use that would result in a density exceeding 25 persons/acre shall be allowed. Within the Approach Zone between one and two miles from the runway ends, any development or use that would result in densities exceeding 25 persons/acre shall be subject to a discretionary permit, such as a conditional use permit. Proposed development or uses that require ALUC review pursuant to the Airport Land Use Plan shall be referred to the ALUC for review.</p>	<p>in its zoning ordinance for use restrictions for development near the Santa Barbara Municipal Airport. These standards should <del>comply with the Santa Barbara County Airport Land Use Plan and should identify uses that may be compatible in each zone. Within the Clear Zone and the Approach Zone within one mile of the runway ends, no development or use that would result in a density exceeding 25 persons/acre shall be allowed. Within the Approach Zone between one and two miles from the runway ends, any development or use that would result in densities exceeding 25 persons/acre shall be subject to a discretionary permit, such as a conditional use permit.</del> Proposed development or uses that require ALUC review pursuant to the Airport Land Use Plan shall be referred to the ALUC for review.</p>	<p>the proposed amendment per Council direction.</p> <p><u>Discussion</u></p> <p>The original policy language results in a standard that is more prohibitive than the Airport Land Use Plan and includes a reference to a permit requirement that is already provided for by ordinance. The adopted Safety Element policies should be consistent with the adopted Airport Land Use Plan in order to reduce confusion and result in more efficient processing of development applications. SBCAG has reviewed the proposed amendment and has confirmed that the revision is consistent with the ALUP. As such, the amendment does not create a conflict with other regulations set forth in the Airport Land Use Plan and therefore does not create new impacts beyond those previously evaluated in the FEIR (Impacts 3.7-5 and 3.10-3). No new significant CEQA impacts are anticipated.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.  Agriculture: N/A.  Air Quality: N/A.  Biology: N/A.  Cultural: N/A.  Geology: N/A.  Hazards: See discussion above.  Pop &amp; Housing: N/A.  Water: N/A.  Land Use and Rec: See discussion above.  Noise: N/A.  Pub Svcs &amp; Utilities: N/A.  Transportation: N/A.</p> <p><u>Summary</u></p> <p>The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>

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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
SE 9.4	<p><b>SE 9.4 Maintenance of an Airport Safety Corridor for Runway 7. [GP]</b> A minimum 300-foot-wide clear zone limited to open space, landscaping, roadways, and parking shall be maintained on the Camino Real Marketplace and the Cabrillo Business Park properties. This airport safety corridor shall be set along an extension of the Runway 7 centerline and shall be 150 feet on each side of the extended runway centerline. The airport safety corridor shall be shown on all development plans submitted to the City.</p>	<p><b>SE 9.4 Maintenance of an Airport Safety Corridor for Runway 7. [GP]</b> A minimum 300-foot-wide clear zone limited to open space, landscaping, roadways, and parking shall be maintained on the Camino Real Marketplace and the Cabrillo Business Park properties. This airport safety corridor shall be set <u>approximately</u> along an extension of the Runway 7 centerline and shall be 300 feet wide as depicted in <u>Figure 5-3. 150 feet on each side of the extended runway centerline.</u> The airport safety corridor shall be shown on all development plans submitted to the City.</p>	<p><u>Final Recommended Amendment</u> The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u> The proposed amendment provides consistency between the policy text and amended Figure 5-3. SBCAG has reviewed the proposed amendment and has confirmed that the revision is consistent with the ALUP. As such, the amendment does not create a conflict with other regulations set forth in the Airport Land Use Plan and therefore does not create new impacts beyond those previously evaluated in the FEIR (Impacts 3.7-5 and 3.10-3). No new significant CEQA impacts are anticipated.</p> <p><u>Applicability by Environmental Topic</u> Aesthetics/Visual: N/A. Agriculture: N/A. Air Quality: N/A. Biology: N/A. Cultural: N/A. Geology: N/A. Hazards: See discussion above. Pop &amp; Housing: N/A. Water: N/A. Land Use and Rec: See discussion above. Noise: N/A. Pub Svcs &amp; Utilities: N/A. Transportation: N/A.</p> <p><u>Summary</u> The appropriate form of environmental documentation for this proposed amendment is a CEQA Addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>
SE 9.8	<p><b>SE 9.8 Limitations on Hazardous Facilities. [GP]</b> Development that includes new hazardous installations or materials such as, but not limited to, oil or gas storage and explosive or highly flammable</p>	<p><b>SE 9.8 Limitations on Hazardous Facilities. [GP]</b> Development that includes new hazardous installations or materials such as, but not limited to, oil or gas storage and explosive or highly flammable</p>	<p><u>Final Recommended Amendment</u> The final recommended amendment is the same as the proposed amendment per Council direction.</p>

Notes:

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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
	materials is prohibited within the clear zone and the approach zone, as generally depicted in Figure 5-3.	materials is <del>prohibited</del> within the clear zone and the approach zone, as generally depicted in Figure 5-3, <u>shall be referred to the ALUC for review.</u>	<p><u>Discussion</u></p> <p>The proposed amendment provides consistency between the policy text and amended Figure 5-3. SBCAG has reviewed the proposed amendment and has confirmed that the revision is consistent with the ALUP. As such, the amendment does not create a conflict with other regulations set forth in the Airport Land Use Plan and therefore does not create new impacts beyond those previously evaluated in the FEIR (Impacts 3.7-5 and 3.10-3). No new significant CEQA impacts are anticipated.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.                      Agriculture: N/A.                      Air Quality: N/A.                      Biology: N/A.                      Cultural: N/A.                      Geology: N/A.                      Hazards: See discussion above.                      Pop &amp; Housing: N/A.                      Water: N/A.                      Land Use and Rec: See discussion above.                      Noise: N/A.                      Pub Svcs &amp; Utilities: N/A.                      Transportation: N/A.</p> <p><u>Summary</u></p> <p>The appropriate form of environmental documentation for this proposed amendment is a CEQA Addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>
<b>SE Figure 5-3</b>	<b>SE Figure 5-3 Other Hazards</b>	Modify Figure 5-3 Other Hazards to correct the location of the airport safety corridor as follows: shift the airport safety corridor alignment to the south, consistent with the mapped alignment in the Camino Real Specific Plan (1997) and the Goleta Community Plan (1993).  As part of the map amendment, change the source note on Figure 5-3 to reflect the updated map source	<p><u>Final Recommended Amendment</u></p> <p>The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u></p> <p>The proposed amendment of SE Figure 5-3 would depict the airport safety corridor more accurately. SBCAG has reviewed the proposed amendment and</p>

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TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
		<p>information as follows:  <u>Source:</u> the airport hazard zones are based on maps provided in the Santa Barbara County Airport Land Use Plan (1993) and are approximate. <u>Projects are reviewed by the City and Airport Land Use Commission on a case by case basis to determine the precise location of the airport hazard zone in relation to the project.</u> The Airport Influence Area is based upon a map provided by the Santa Barbara County Association of Governments (2008<del>5</del>).</p>	<p>has confirmed that the revision is consistent with the ALUP. This amendment includes minor changes to the airport safety corridor, per the ALUP and SBCAG, and does not create new impacts beyond those previously evaluated in the FEIR (Impacts 3.7-5 and 3.10-3). No CEQA impacts are anticipated.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.                      Agriculture: N/A.                      Air Quality: N/A.                      Biology: N/A.                      Cultural: N/A.                      Geology: N/A.                      Hazards: See discussion above.                      Pop &amp; Housing: N/A.                      Water: N/A.                      Land Use and Rec: See discussion above.                      Noise: See discussion above.                      Pub Svcs &amp; Utilities: N/A.                      Transportation: N/A.</p> <p><u>Summary</u></p> <p>The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in mapping, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>
VH 1	<p><b>VH Policy 1 Objective [GP/CP]:</b> To identify, preserve, and enhance Goleta’s scenic resources and protect views or vistas of these resources from public and private areas.</p>	<p><b>VH Policy 1 Objective [GP/CP]:</b> To identify, <del>preserve,</del> <u>protect,</u> and enhance Goleta’s scenic resources and protect views or vistas of these resources from public and private areas.</p>	<p><u>Final Recommended Amendment</u></p> <p><b>VH 1 Policy 1 Objective [GP/CP]:</b> To identify, preserve, <u>protect,</u> and enhance Goleta’s scenic resources, and protect views or vistas of these resources from public and private areas.</p> <p><u>Discussion</u></p> <p>The proposed amendment is intended to provide City staff with increased flexibility in evaluating the potential impacts of new development on visual and historic resources. The implication is that “preserve” is a more restrictive term than is “protect,” and that by approving this amendment, the City may consider</p>

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Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			<p>development that might otherwise have been denied based upon the existing policy text.</p> <p>Within such context, environmental documents prepared for the City of Goleta and elsewhere in California were reviewed to determine whether any meaningful, practical difference was observable in the use of these terms when evaluating a project's potential environmental impacts. It was found that "preserve" and "protect" were used fairly interchangeably among discussions of environmental resources, and that no consistent distinction could be drawn regarding their use. The only exception observed was the common use of the phrase "historic preservation" when referring to historic structures such as those governed by the State Historic Preservation Office (SHPO).</p> <p>In general, a helpful framework is to consider that views are protected, and that hardscapes are preserved. The GP/CLUP glossary defines 'protect' as: "<i>Protect</i> – To shield from injury or harm such as to maintain or safeguard beneficial uses in their present condition as nearly as possible." The following definition of 'preserve' will be added to the GP/CLUP glossary for clarification: "<i>Preserve</i> - To maintain the quality or condition of a resource and to retard the deterioration of a resource."</p> <p>The proposed amendment would – in practice – provide no greater flexibility in considering development than exists with the current general plan. The level of protection provided to visual and historic resources would be substantially the same under either the existing or amended wording, and therefore the potential for impacts to those resources under the proposal amendment would be essentially the same as analyzed in the existing EIR. Nonetheless, the final change more accurately reflects the intent of the policy and use of the definitions of 'preserve' and 'protect'. The words 'preserve' or 'protect' were not used as driving factors in establishing impacts or mitigation in the FEIR and no further CEQA analysis is required.</p> <p><u>Applicability by Environmental Topic</u></p>

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TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			<p>Aesthetics/Visual: N/A.                      Agriculture: N/A.                      Air Quality: N/A.                      Biology: N/A.                      Cultural: N/A.                      Geology: N/A.                      Hazards: N/A.                      Pop &amp; Housing: N/A.                      Water: N/A.                      Land Use and Rec: N/A.                      Noise: N/A.                      Pub Svcs &amp; Utilities: N/A.                      Transportation: N/A.</p> <p><u>Summary</u>                      The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>
<p><b>VH 1.3</b></p>	<p><b>VH 1.3 Protection of Ocean and Island Views.</b>  <b>[GP/CP]</b> Ocean and island views from public viewing areas shall be preserved. View preservation associated with development 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 impacts to these scenic resources and ensure visual compatibility, the following development practices shall be used, where appropriate:</p> <ul style="list-style-type: none"> <li>a. Limitations on the height and size of structures.</li> <li>b. Limitations on the height and use of reflective materials for exterior walls (including retaining walls) and fences.</li> <li>c. Clustering of building sites and structures.</li> <li>d. Shared vehicular access to minimize curb cuts.</li> <li>e. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.</li> <li>f. Use of landscaping for screening purposes</li> </ul>	<p><b>VH 1.3 Protection of Ocean and Island Views.</b>  <b>[GP/CP]</b> Ocean and island views from public viewing areas shall be <del>preserved</del><b>protected</b>. View <del>preservation</del><b>protection</b> associated with development 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 impacts to these scenic resources and ensure visual compatibility, the following development practices shall be used, where appropriate:</p> <ul style="list-style-type: none"> <li>a. Limitations on the height and size of structures.</li> <li>b. Limitations on the height and use of reflective materials for exterior walls (including retaining walls) and fences.</li> <li>c. Clustering of building sites and structures.</li> <li>d. Shared vehicular access to minimize curb cuts.</li> <li>e. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.</li> <li>f. Use of landscaping for screening purposes</li> </ul>	<p><u>Final Recommended Amendment</u>                      The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u>                      The proposed amendment is intended to provide City staff with increased flexibility in evaluating the potential impacts of new development on visual and historic resources. The implication is that “preserve” is a more restrictive term than is “protect,” and that by approving this amendment, the City may consider development that might otherwise have been denied based upon the existing policy text.</p> <p>Within such context, environmental documents prepared for the City of Goleta and elsewhere in California were reviewed to determine whether any meaningful, practical difference was observable in the use of these terms when evaluating a project’s potential environmental impacts. It was found that “preserve” and “protect” were used fairly</p>

Notes:

1. The “Proposed Amendment” column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
	<p>and/or minimizing view blockage as applicable.</p> <p>g. Selection of colors and materials that harmonize with the surrounding landscape.</p>	<p>and/or minimizing view blockage as applicable.</p> <p>g. Selection of colors and materials that harmonize with the surrounding landscape.</p>	<p>interchangeably among discussions of environmental resources, and that no consistent distinction could be drawn regarding their use. The only exception observed was the common use of the phrase “historic preservation” when referring to historic structures such as those governed by the SHPO.</p> <p>In general, a helpful framework is to consider that views are protected, and that hardscapes are preserved. The GP/CLUP glossary defines ‘protect’ as: “Protect – To shield from injury or harm such as to maintain or safeguard beneficial uses in their present condition as nearly as possible.” The following definition of ‘preserve’ will be added to the GP/CLUP glossary for clarification: “Preserve - To maintain the quality or condition of a resource and to retard the deterioration of a resource.”</p> <p>The proposed amendment would – in practice – provide no greater flexibility in considering development than exists with the current general plan. The level of protection provided to visual and historic resources would be substantially the same under either the existing or amended wording, and therefore the potential for impacts to those resources under the proposal amendment would be essentially the same as analyzed in the existing EIR. Nonetheless, the final change more accurately reflects the intent of the policy and use of the definitions of ‘preserve’ and ‘protect’. The words ‘preserve’ or ‘protect’ were not used as driving factors in establishing impacts or mitigation in the FEIR and no further CEQA analysis is required.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.                      Agriculture: N/A.                      Air Quality: N/A.                      Biology: N/A.                      Cultural: N/A.                      Geology: N/A.                      Hazards: N/A.                      Pop &amp; Housing: N/A.                      Water: N/A.                      Land Use and Rec: N/A.                      Noise: N/A.</p>

Notes:

1. The “Proposed Amendment” column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			Pub Svcs & Utilities: N/A. Transportation: N/A.  <u>Summary</u> The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.
<b>VH 1.4</b>	<b>VH 1.4 Protection of Mountain and Foothill Views. [GP/CP]</b> 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	<b>VH 1.4 Protection of Mountain and Foothill Views. [GP/CP]</b> Views of mountains and foothills from public areas shall be <u>protected</u> , <del>preserved</del> . View <del>protection preservation</del> 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.	<u>Final Recommended Amendment</u> The final recommended amendment is the same as the proposed amendment per Council direction.  <u>Discussion</u> The proposed amendment is intended to provide City staff with increased flexibility in evaluating the potential impacts of new development on visual and historic resources. The implication is that “preserve” is a more restrictive term than is “protect,” and that by approving this amendment, the City may consider development that might otherwise have been denied based upon the existing policy text.  Within such context, environmental documents prepared for the City of Goleta and elsewhere in California were reviewed to determine whether any meaningful, practical difference was observable in the use of these terms when evaluating a project’s potential environmental impacts. It was found that “preserve” and “protect” were used fairly interchangeably among discussions of environmental resources, and that no consistent distinction could be drawn regarding their use. The only exception observed was the common use of the phrase “historic preservation” when referring to historic structures such as those governed by the SHPO.  In general, a helpful framework is to consider that views are protected, and that hardscapes are preserved. The GP/CLUP glossary defines ‘protect’ as: “Protect – To shield from injury or harm such as to

Notes:

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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
	<p>with the surrounding landscape.</p> <p>j. Clustering of building sites and structures.</p>	<p>i. Selection of colors and materials that harmonize with the surrounding landscape.</p> <p>j. Clustering of building sites and structures.</p>	<p>maintain or safeguard beneficial uses in their present condition as nearly as possible.” The following definition of ‘preserve’ will be added to the GP/CLUP glossary for clarification: “Preserve - To maintain the quality or condition of a resource and to retard the deterioration of a resource.”</p> <p>The proposed amendment would – in practice – provide no greater flexibility in considering development than exists with the current general plan. The level of protection provided to visual and historic resources would be substantially the same under either the existing or amended wording, and therefore the potential for impacts to those resources under the proposal amendment would be essentially the same as analyzed in the existing EIR. Nonetheless, the final change more accurately reflects the intent of the policy and use of the definitions of ‘preserve’ and ‘protect’. The words ‘preserve’ or ‘protect’ were not used as driving factors in establishing impacts or mitigation in the FEIR and no further CEQA analysis is required.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.                      Agriculture: N/A.                      Air Quality: N/A.                      Biology: N/A.                      Cultural: N/A.                      Geology: N/A.                      Hazards: N/A.                      Pop &amp; Housing: N/A.                      Water: N/A.                      Land Use and Rec: N/A.                      Noise: N/A.                      Pub Svcs &amp; Utilities: N/A.                      Transportation: N/A.</p> <p><u>Summary</u></p> <p>The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the</p>

Notes:

1. The “Proposed Amendment” column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			project is undertaken, and requires no new or modified mitigation measures.
VH 1.5	<p><b>VH 1.5 Protection of Open Space Views. [GP/CP]</b> Views of open space, including agricultural lands, from public areas shall be preserved. View preservation associated with development 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 impacts to these scenic resources, the following development practices shall be used, where appropriate:</p> <ol style="list-style-type: none"> <li>Limitations on the height and size of structures.</li> <li>Clustering of building sites and structures.</li> <li>Shared vehicular access to minimize curb cuts.</li> <li>Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.</li> <li>Use of landscaping for screening purposes and/or minimizing view blockage as applicable.</li> <li>Selection of colors and materials that harmonize with the surrounding landscape.</li> </ol>	<p><b>VH 1.5 Protection of Open Space Views. [GP/CP]</b> Views of open space, including agricultural lands, from public areas shall be <u>protected</u>. <del>preserved</del>. View <del>protection preservation</del> associated with development 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 impacts to these scenic resources, the following development practices shall be used, where appropriate:</p> <ol style="list-style-type: none"> <li>Limitations on the height and size of structures.</li> <li>Clustering of building sites and structures.</li> <li>Shared vehicular access to minimize curb cuts.</li> <li>Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.</li> <li>Use of landscaping for screening purposes and/or minimizing view blockage as applicable.</li> <li>Selection of colors and materials that harmonize with the surrounding landscape.</li> </ol>	<p><u>Final Recommended Amendment</u> The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u> The proposed amendment is intended to provide City staff with increased flexibility in evaluating the potential impacts of new development on visual and historic resources. The implication is that “preserve” is a more restrictive term than is “protect,” and that by approving this amendment, the City may consider development that might otherwise have been denied based upon the existing policy text.</p> <p>Within such context, environmental documents prepared for the City of Goleta and elsewhere in California were reviewed to determine whether any meaningful, practical difference was observable in the use of these terms when evaluating a project’s potential environmental impacts. It was found that “preserve” and “protect” were used fairly interchangeably among discussions of environmental resources, and that no consistent distinction could be drawn regarding their use. The only exception observed was the common use of the phrase “historic preservation” when referring to historic structures such as those governed by the SHPO.</p> <p>In general, a helpful framework is to consider that views are protected, and that hardscapes are preserved. The GP/CLUP glossary defines ‘protect’ as: “Protect – To shield from injury or harm such as to maintain or safeguard beneficial uses in their present condition as nearly as possible.” The following definition of ‘preserve’ will be added to the GP/CLUP glossary for clarification: “Preserve - To maintain the quality or condition of a resource and to retard the deterioration of a resource.”</p> <p>The proposed amendment would – in practice – provide no greater flexibility in considering development than exists with the current general plan. The level of protection provided to visual and historic</p>

Notes:

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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			<p>resources would be substantially the same under either the existing or amended wording, and therefore the potential for impacts to those resources under the proposal amendment would be essentially the same as analyzed in the existing EIR. Nonetheless, the final change more accurately reflects the intent of the policy and use of the definitions of 'preserve' and 'protect'. The words 'preserve' or 'protect' were not used as driving factors in establishing impacts or mitigation in the FEIR and no further CEQA analysis is required.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.                      Agriculture: N/A.                      Air Quality: N/A.                      Biology: N/A.                      Cultural: N/A.                      Geology: N/A.                      Hazards: N/A.                      Pop &amp; Housing: N/A.                      Water: N/A.                      Land Use and Rec: N/A.                      Noise: N/A.                      Pub Svcs &amp; Utilities: N/A.                      Transportation: N/A.</p> <p><u>Summary</u></p> <p>The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>
VH 1.6	<p><b>VH 1.6 Preservation of Natural Landforms.</b>                      [GP/CP] Natural landforms shall be preserved. Preservation associated with development should be accomplished first through site selection to protect natural landforms and then by use of alternatives that enhance and incorporate natural landforms in the design. To minimize alteration of natural landforms and ensure that development is subordinate to</p>	<p><b>VH 1.6 Preservation of Natural Landforms.</b>                      [GP/CP] Natural landforms shall be <u>protected</u> <del>preserved</del>. <del>Preservation</del> <u>Protection</u> associated with development should be accomplished first through site selection to protect natural landforms and then by use of alternatives that enhance and incorporate natural landforms in the design. To minimize alteration of natural landforms and ensure that development is</p>	<p><u>Final Recommended Amendment</u></p> <p>The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u></p> <p>The proposed amendment is intended to provide City staff with increased flexibility in evaluating the</p>

Notes:

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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
	<p>surrounding natural features such as mature trees, native vegetation, drainage courses, prominent slopes, and bluffs, the following development practices shall be used, where appropriate:</p> <ul style="list-style-type: none"> <li>a. Limit grading for all development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land.</li> <li>b. Blend graded slopes with the natural topography.</li> <li>c. On slopes, step buildings to conform to site topography.</li> <li>d. Minimize use of retaining walls.</li> <li>e. Minimize vegetation clearance for fuel management.</li> <li>f. Cluster building sites and structures.</li> <li>g. Share vehicular access to minimize curb cuts.</li> </ul>	<p>subordinate to surrounding natural features such as mature trees, native vegetation, drainage courses, prominent slopes, and bluffs, the following development practices shall be used, where appropriate:</p> <ul style="list-style-type: none"> <li>a. Limit grading for all development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land.</li> <li>b. Blend graded slopes with the natural topography.</li> <li>c. On slopes, step buildings to conform to site topography.</li> <li>d. Minimize use of retaining walls.</li> <li>e. Minimize vegetation clearance for fuel management.</li> <li>f. Cluster building sites and structures.</li> <li>g. Share vehicular access to minimize curb cuts.</li> </ul>	<p>potential impacts of new development on visual and historic resources. The implication is that “preserve” is a more restrictive term than is “protect,” and that by approving this amendment, the City may consider development that might otherwise have been denied based upon the existing policy text.</p> <p>Within such context, environmental documents prepared for the City of Goleta and elsewhere in California were reviewed to determine whether any meaningful, practical difference was observable in the use of these terms when evaluating a project’s potential environmental impacts. It was found that “preserve” and “protect” were used fairly interchangeably among discussions of environmental resources, and that no consistent distinction could be drawn regarding their use. The only exception observed was the common use of the phrase “historic preservation” when referring to historic structures such as those governed by the SHPO.</p> <p>In general, a helpful framework is to consider that views are protected, and that hardscapes are preserved. The GP/CLUP glossary defines ‘protect’ as: “Protect – To shield from injury or harm such as to maintain or safeguard beneficial uses in their present condition as nearly as possible.” The following definition of ‘preserve’ will be added to the GP/CLUP glossary for clarification: “Preserve - To maintain the quality or condition of a resource and to retard the deterioration of a resource.”</p> <p>The proposed amendment would – in practice – provide no greater flexibility in considering development than exists with the current general plan. The level of protection provided to visual and historic resources would be substantially the same under either the existing or amended wording, and therefore the potential for impacts to those resources under the proposal amendment would be essentially the same as analyzed in the existing EIR. Nonetheless, the final change more accurately reflects the intent of the policy and use of the definitions of ‘preserve’ and ‘protect’. The words ‘preserve’ or ‘protect’ were not used as driving factors in establishing impacts or mitigation in the FEIR and no further CEQA analysis is</p>

Notes:

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2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			required. <u>Applicability by Environmental Topic</u> Aesthetics/Visual: N/A. Agriculture: N/A. Air Quality: N/A. Biology: N/A. Cultural: N/A. Geology: N/A. Hazards: N/A. Pop & Housing: N/A. Water: N/A. Land Use and Rec: N/A. Noise: N/A. Pub Svcs & Utilities: N/A. Transportation: N/A.  <u>Summary</u> The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures
VH 1.7	<b>VH 1.7 Scenic Easements. [GP/CP]</b> The City shall encourage the dedication of scenic easements to preserve important views. Such easements shall be required where appropriate and legally feasible	<b>VH 1.7 Scenic Easements. [GP/CP]</b> The City shall encourage the dedication of scenic easements to <del>preserve</del> <u>protect</u> important views. Such easements shall be required where appropriate and legally feasible	<u>Final Recommended Amendment</u> The final recommended amendment is the same as the proposed amendment per Council direction. <u>Discussion</u> The proposed amendment replaces the word “preserve” with “protect” for consistency with the Council-initiated amendments in VH 1.3 through VH 1.6. In addition, the amendment more accurately reflects the intent of the objective VH 1. CEQA review relating to the replacement of preserve with protect is provided in the analysis for the VH 1.3 and applies to this amendment.
VH 2	<b>Policy VH 2: Local Scenic Corridors [GP]</b>  <b>Objective:</b> To preserve and enhance the visual character and public views within and from Goleta’s	<b>Policy VH 2: Local Scenic Corridors [GP]</b>  <b>Objective:</b> To preserve, <u>protect</u> , and enhance the visual character and public views within and from	<u>Final Recommended Amendment</u> The final recommended amendment is the same as the proposed amendment per Council direction. <u>Discussion</u>

Notes:

1. The “Proposed Amendment” column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
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**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
	scenic corridors and locations from which scenic vistas can be enjoyed	Goleta's scenic corridors and locations from which scenic vistas can be enjoyed	The proposed amendment adds the word "protect" to the objective for consistency with the final recommended amendment in VH 1. In addition, the amendment more accurately reflects the intent of the set of policies under VH 2. CEQA review relating to the addition of the word "protect" is provided in the analysis for the VH 1 and applies to this amendment.
<b>VH 2.3</b>	<p><b>Policy VH 2.3 Development Projects Along Scenic Corridors. [GP]</b> 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:</p> <ul style="list-style-type: none"> <li>a. Incorporate natural features in design</li> <li>b. Use landscaping for screening purposes and/or for minimizing view blockage as applicable</li> <li>c. Minimize vegetation removal</li> <li>d. Limit the height and size of structures</li> <li>e. Cluster building sites and structures</li> <li>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</li> <li>g. Preserve historical structures or sites</li> <li>h. Plant and preserve trees</li> <li>i. Minimize use of signage</li> <li>j. Provide site-specific visual assessments, including use of story poles</li> <li>k. Provide a similar level of architectural detail on all elevations visible from scenic corridors</li> <li>l. Place existing overhead utilities and all new utilities underground</li> <li>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.</li> </ul>	<p><b>Policy VH 2.3 Development Projects Along Scenic Corridors. [GP]</b> 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:</p> <ul style="list-style-type: none"> <li>a. Incorporate natural features in design</li> <li>b. Use landscaping for screening purposes and/or for minimizing view blockage as applicable</li> <li>c. Minimize vegetation removal</li> <li>d. Limit the height and size of structures</li> <li>e. Cluster building sites and structures</li> <li>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</li> <li>g. Preserve historical structures or sites</li> <li>h. Plant and preserve trees</li> <li>i. Minimize use of signage</li> <li>j. Provide site-specific visual assessments, including use of story poles</li> <li>k. Provide a similar level of architectural detail on all elevations visible from scenic corridors</li> <li>l. Place existing overhead utilities and all new utilities underground</li> <li>m. Establish setbacks along major roadways to help <del>preserve</del> <b>protect</b> 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.</li> </ul>	<p><u>Final Recommended Amendment</u></p> <p>The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u></p> <p>The proposed amendment replaces the word "preserve" with "protect" as it relates to views in subpart m for consistency with the Council-initiated amendments in VH 1.3 through VH 1.6. In addition, the amendment more accurately reflects the intent of the objective VH 2. CEQA review relating to the replacement of preserve with protect is provided in the analysis for the VH 1.3 and applies to this amendment.</p>

Notes:

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Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
VH 3	<p><b>Policy VH 3: Community Character [GP]</b></p> <p><b>Objective:</b> To preserve and enhance Goleta’s visual character.</p>	<p><b>Policy VH 3: Community Character [GP]</b></p> <p><b>Objective:</b> To preserve, <u>protect</u>, and enhance Goleta’s visual character.</p>	<p><u>Final Recommended Amendment</u></p> <p>The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u></p> <p>The proposed amendment adds the word “protect” to the objective for consistency with the final recommended amendment in VH 1. In addition, the amendment more accurately reflects the intent of the set of policies under VH 3. CEQA review relating to the addition of the word “protect” is provided in the analysis for the VH 1 and applies to this amendment.</p>
VH 4	<p><b>Policy VH 4: Design Review [GP]</b></p> <p><b>Objective:</b> To preserve and enhance Goleta’s character through high quality design.</p>	<p><b>Policy VH 4: Design Review [GP]</b></p> <p><b>Objective:</b> To preserve, <u>protect</u>, and enhance Goleta’s character through high quality design.</p>	<p><u>Final Recommended Amendment</u></p> <p>The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u></p> <p>The proposed amendment adds the word “protect” to the objective for consistency with the final recommended amendment in VH 1. In addition, the amendment more accurately reflects the intent of the set of policies under VH 4. CEQA review relating to the addition of the word “protect” is provided in the analysis for the VH 1 and applies to this amendment.</p>
TE 4.2 and new TE-IA-7	N/A	<p><b>TE-IA-7 Update of the CEQA Thresholds Manual.</b> <u>The City’s CEQA Thresholds Manual shall be revised to incorporate standards consistent with the policies and standards set forth in the Transportation Element.</u></p>	<p><u>Final Recommended Amendment</u></p> <p>The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u></p> <p>This proposed amendment would add a new Implementation Action, TE-IA-7, to the GP/CLUP. This new Implementation Action would fulfill the initiation of the request related to TE 4.2 and ensures that the City’s CEQA thresholds will be updated to reflect transportation standards in the GP/CLUP. The text of existing Policy TE 4.2 would remain unchanged. Requiring an update of the CEQA thresholds to reflect the Transportation Element standards is a policy directive that does not create environmental impacts and therefore would not result in new significant impacts under CEQA.</p> <p><u>Applicability by Environmental Topic</u></p> <p>Aesthetics/Visual: N/A.</p>

Notes:

1. The “Proposed Amendment” column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			<p>Agriculture: N/A.                      Air Quality: N/A..                      Biology: N/A.                      Cultural: N/A.                      Geology: N/A.                      Hazards: N/A.                      Pop &amp; Housing: N/A.                      Water: N/A.                      Land Use and Rec: N/A.                      Noise: N/A.                      Pub Svcs &amp; Utilities: N/A.                      Transportation: N/A.</p> <p><u>Summary</u>                      The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises the addition of text that would ensure the update of the City's CEQA thresholds and presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>
TE 4.3	<p><b>TE 4.3 Deficiency Correction Plans. [GP]</b> When the LOS for any intersection or arterial link at planned capacity falls below LOS C, the City shall require a Deficiency Plan to be prepared prior to approving any development that would further lower the LOS. The Deficiency Plan shall consider alternative transportation improvements, including alternative modes. Any improvements established in the adopted Deficiency Plan may be provided as mitigation by new development or included in the impact fee system.</p>	<p><b>TE 4.3 Deficiency Correction Plans. [GP]</b> When the LOS for any intersection or arterial link at planned capacity falls below <u>base year standards which are expressed in Table 7-1 LOS-C</u>, the City shall require a Deficiency Plan to be prepared prior to approving any development that would further lower the LOS. The Deficiency Plan shall consider alternative transportation improvements, including alternative modes. Any improvements established in the adopted Deficiency Plan may be provided as mitigation by new development or included in the impact fee system. <u>The Deficiency Plan shall be prepared by the City or at the City's direction within 90 days of publication of a City-approved traffic report indicating degradation of service below base year standards which are expressed in Table 7-1.</u></p>	<p><u>Final Recommended Amendment</u>                      The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u>                      The proposed amendment requires the City to prepare or cause to be prepared a Deficiency Plan within a specific amount of time, 90 days. The 90-day mandate would foster the analysis of remedies within a timely manner. Requiring a specific amount of time for the submittal of a Deficiency Plan is a policy directive that does not create environmental impacts and therefore would not result in new significant impacts under CEQA.</p> <p><u>Applicability by Environmental Topic</u>                      Aesthetics/Visual: N/A.                      Agriculture: N/A.                      Air Quality: N/A.                      Biology: N/A.                      Cultural: N/A.</p>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			<p>Geology: N/A.                      Hazards: N/A.                      Pop &amp; Housing: N/A.                      Water: N/A.                      Land Use and Rec: N/A.                      Noise: N/A.                      Pub Svcs &amp; Utilities: N/A.                      Transportation: N/A.</p> <p><u>Summary</u>                      The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures.</p>
<p><b>TE 6.5</b></p>	<p><b>TE 6.5 Limitation on Expansion of Intersections.</b>  <b>[GP]</b> No city intersection, excluding freeway ramps, shall exceed a total of seven lanes on any leg (including through-travel lanes and turn lanes), even if this requirement reduces the LOS below the target LOS set forth in Subpolicies TE 4.1 and TE 4.2.</p>	<p><b>TE 6.5 Limitation on Expansion of Intersections.</b>  <b>[GP]</b> No city intersection, excluding freeway ramps and the Storke/Hollister intersection, shall exceed a total of seven lanes on any leg (including through-travel lanes and turn lanes), even if this requirement reduces the LOS below the target LOS set forth in Subpolicies TE 4.1 and TE 4.2</p>	<p><u>Final Recommended Amendment</u>                      The final recommended amendment is the same as the proposed amendment per Council direction.</p> <p><u>Discussion</u>                      This amended policy allows an exclusion of the Hollister Avenue/Storke Road intersection from a seven lane limitation. This intersection already includes more than seven lanes and would therefore not result in any increase in this potentially significant impact. The amendment recognizes an existing condition. Additionally, allowing the potential for the Hollister Avenue/Storke Road intersection to expand or be modified, could result in an improvement in level of service. However, until such improvements have been identified, this policy amendment would not be considered to remedy the impact (Impact 3.13-1) analysis in the FEIR. As such, no CEQA impacts or additional mitigating effects of the policy are anticipated.</p> <p><u>Applicability by Environmental Topic</u>                      Aesthetics/Visual: N/A.                      Agriculture: N/A.                      Air Quality: N/A.                      Biology: N/A.</p>

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.



**TABLE 3-1  
TRACK 2 AMENDMENTS AND RELATED CEQA REVIEW**

Policy ID #	Policy Text in Adopted General Plan and Final EIR	Proposed Amendment Per Council Direction	Final Amendment and CEQA Review
			Cultural: N/A. Geology: N/A. Hazards: N/A. Pop & Housing: N/A. Water: N/A. Land Use and Rec: N/A. Noise: N/A. Pub Svcs & Utilities: N/A. Transportation: See discussion above.  <u>Summary</u> The appropriate form of environmental documentation for this proposed amendment is a CEQA addendum. The amendment comprises a minor technical change in wording, presents no new significant environmental effects nor a substantial increase in the severity of a previously identified significant effect, involves no substantial change in circumstances under which the project is undertaken, and requires no new or modified mitigation measures
<p><u>Note:</u>                      The following policies were reviewed for adoption as a Track 2 amendment to the GP/CLUP. During environmental review in support of the Track 2 CEQA Addendum, it was determined that these policies would be more appropriately evaluated as Track 3 amendments to the GP/CLUP due to their relationship with other initiated Track 3 policies.</p> <ul style="list-style-type: none"> <li>• LU 3.2 Regional Commercial (C-R)</li> <li>• LU 11.2 Nonresidential Growth Limit Based on New Housing Production</li> <li>• LU 11.3 Annual Cap on Total Allocation</li> <li>• CE 1.1 Definition of Environmentally Sensitive Habitat Areas</li> <li>• CE 1.5 Corrections to Map of ESHAs</li> <li>• CE 2.3 Allowable Uses and Activities in Streamside Protection Areas</li> <li>• CE 3.1 Definition of Wetlands</li> <li>• CE 9.1 Definition of Protected Trees</li> <li>• CE 10.3 Incorporation of Best Management Practices for Stormwater Management</li> <li>• TE 13.4 Options If Traffic Mitigations Are Not Fully Funded</li> </ul>			

Notes:

1. The "Proposed Amendment" column reflects Council direction received during the January 17 and January 29, 2008, public hearings. Refer to the additional note at the end of Table 3-1 for more information regarding Track 2 amendments.
2. Where policy amendments are made for consistency purposes, the rows are shaded and inserted to follow the corresponding related amendment.

**TABLE 3-1 (ATTACHMENT 1)  
GP/CLUP LAND USE TABLES 2-1 THROUGH 2-4  
TABLE 2-1**

**ALLOWABLE USES AND STANDARDS FOR RESIDENTIAL USE CATEGORIES**

Allowed Uses and Standards	Residential Use Categories				
	R-SF	R-P	R-MD	R-HD	R-MHP
<b>Residential Uses</b>					
One Single-Family Detached Dwelling per Lot	X	X	-	-	-
Single-Family Attached and Detached Dwellings	X	X	X	X	-
Multiunit Apartment Dwellings	-	X	X	X	-
Mobile Home Parks	-	-	-	-	X
Second (Accessory) Residential Units	X	X	-	-	-
Assisted-Living Residential Units	-	-	X	X	-
<b>Other Uses</b>					
Religious Institutions	X	X	X	X	-
Small-Scale Residential Care Facility	X	X	-	-	-
Small-Scale Day Care Center	X	X	X	X	X
Public and Quasi-public Uses	X	X	X	X	-
<b>Accessory Uses</b>					
Home Occupations	X	X	X	X	X
<b>Standards for Density and Building Intensity</b>					
<b>Standards for Permitted Density</b>					
Maximum Permitted Density (units/acres)	5 or less	5.01–13	20	30	15
Minimum Permitted Density (units/acres)	N/A	N/A	15	15	N/A
<b>Standards for Building Intensity</b>					
Maximum Floor Area Ratios (FAR)	N/A	0.30	0.50	1.10	N/A
Maximum Structure Height (Inland Area)	25 feet	35 feet	35 feet	35 feet	25 feet
Maximum Structure Height (Coastal Zone)	25 feet	25 feet	25 feet	25 feet	25 feet
Maximum Lot Coverage Ratio	N/A	0.30	0.30	0.40	N/A
Minimum Open Space Ratio	N/A	0.40	N/A	N/A	N/A
Minimum Lot Size	7,000 s.f.	4,500 s.f.	N/A	N/A	2,500 s.f.
Notes:					
1. Use Categories: R-SF– Single-Family Residential; R-P – Planned Residential; R-MD – Medium-Density Residential; R-HD – High-Density Residential; R-MHP – Mobile Home Park.					
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. Allowable exceptions to the FAR and other standards are set forth as incentives or concessions in the Housing Element for certain affordable housing opportunity sites.					
5. 4.N/A = Not applicable.					

**TABLE 3-1 (ATTACHMENT 1)  
GP/CLUP LAND USE TABLES 2-1 THROUGH 2-4  
TABLE 2-2**

**ALLOWABLE USES AND STANDARDS FOR COMMERCIAL USE CATEGORIES**

Allowed Uses and Standards	Commercial Use Categories					
	C-R	C-C	C-OT	C-VS	C-I	C-G
<b>Retail Trade</b>						
Large-Scale Retail Establishments	X	-	-	-	-	-
General Merchandise	X	X	X	-	-	X
Food and Drug Stores	X	X	X	-	X	X
Apparel and Specialty Stores	X	X	X	-	-	X
Building/Landscape Materials and Equipment	X	X	X	-	-	X
Eating and Drinking Establishments	X	X	X	X	X	-
Other Retail Trade Establishments	X	X	X	X	-	X
Coastal-Related Commercial	X	X	X	X	-	-
<b>Services (Including Offices)</b>						
Finance, Insurance, and Real Estate	X	X	X	-	-	X
Personal Services	X	X	X	-	-	X
Business Services	-	X	X	-	-	X
Information Technology Services	-	-	-	-	-	X
Professional Services	-	X	X	-	-	X
Medical and Health-Related Services	X	X	X	-	-	-
Educational Services	-	-	X	-	-	X
Entertainment and Recreation Services	X	X	X	X	-	-
Building and Construction Services	-	-	-	-	-	X
Other Services	X	X	X	X	X	X
<b>Transient Lodging and Services</b>						
Resorts	-	-	-	X	-	-
Hotels, Motels, Bed and Breakfast Inns	X	X	X	X	-	-
RV Parks	-	-	X	X	-	X
Other Visitor Services and Attractions	-	-	-	X	-	X
<b>Auto-Related Uses</b>						
Retail – Automotive Sales and Rentals	-	-	X	-	-	X
Auto Repair and Painting	-	-	-	-	-	X
Auto Wrecking Yard/Junk Yard	-	-	-	-	-	X
Auto Service (Gas) Station	X	-	X	-	X	X
Car Wash	-	X	X	-	X	X
<b>Wholesale Trade and Storage</b>						
General Wholesale Trade	-	-	-	-	-	X
Warehousing – General	-	-	-	-	-	X
Warehousing – Self-Storage	-	-	-	-	-	X
Outdoor Storage	-	-	-	-	-	X
<b>Residential Uses</b>						
Residential Units	-	X	X	-	-	-
One Caretaker Unit	X	X	X	X	-	X
Assisted-Living Residential Units	-	-	-	-	-	X
<b>Other Uses</b>						
Religious Institutions	-	X	X	-	-	X
Public and Quasi-public Uses	X	X	X	-	X	X
Wireless Communications/Telecommunications	X	X	X	X	X	X
<b>Standards for Density and Building Intensity</b>						
<b>Standards for Density</b>						
Maximum Residential Density	N/A	12/acre	20/acre	N/A	N/A	20/acre
<b>Standards for Building Intensity</b>						
Maximum FAR	0.35	0.40	0.60	0.25	0.40	0.40
Maximum Structure Height	35 feet	25 feet	30 feet	35 feet	25 feet	35 feet
Maximum Lot Coverage Ratio	N/A	N/A	N/A	N/A	N/A	N/A
Minimum Open Space Ratio	N/A	N/A	N/A	0.40	N/A	N/A
Minimum Lot Size	size in 2005	size in 2005	size in 2005	size in 2005	size in 2005	10,000 s.f.
Notes:						
1. Use Categories: C-R – Regional Commercial; C-C – Community Commercial; C-OT – Old Town Commercial; C-VS – Visitor Commercial; C-I – Intersection; Commercial; C-G – General Commercial.						
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 as set forth in text policies, and others are specified in the zoning code.						
4. Wholesale trade is permitted within the C-R use category, provided that it is an integral part of a retail trade use.						
5. N/A = Not applicable.						

**TABLE 3-1 (ATTACHMENT 1)  
GP/CLUP LAND USE TABLES 2-1 THROUGH 2-4  
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	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.				
* "Warehousing is allowed in Business Park (I-BP) land uses if it's in association with a permitted use."				

**TABLE 3-1 (ATTACHMENT 1)  
GP/CLUP LAND USE TABLES 2-1 THROUGH 2-4  
TABLE 2-4**

**ALLOWABLE USES AND STANDARDS FOR OTHER LAND USE CATEGORIES**

Allowed Uses and Standards	Other Land Use Categories			
	AG	OS-PR	OS-AR	P-S
<b>Residential Uses</b>				
One Single-Family Detached Dwelling per Lot	X	-	-	-
Farmworker Residential Units	X	-	-	-
Second Residential Dwelling Unit	X	-	-	-
Caretaker Residential Unit	-	-	X	X
<b>Agricultural Uses</b>				
Orchards and Vineyards	X	-	-	-
Row Crop Production	X	-	-	-
Specialty Agriculture and Floriculture	X	-	-	-
Livestock Grazing	X	-	-	-
Small-Scale Confined Animal Operations	X	-	-	-
Small-Scale Agricultural Processing	X	-	-	-
Small-Scale Greenhouses	X	-	-	-
Sale of On-Site Agricultural Products	X	-	-	-
Other	X	-	-	-
<b>Open Space and Outdoor Recreation</b>				
Active Recreation	-	-	X	X
Open Space and Passive Recreation	-	X	X	X
Golf Course, including customary ancillary uses and structures	-	-	X	X
Nature Preserve	-	X	X	X
<b>Public and Quasi-public Uses</b>				
General Government Administration	-	-	-	X
Fire Stations	X	-	-	X
Schools (Public and Private)	-	-	-	X
Other Government Facilities	-	-	-	X
<b>Other Uses</b>				
Religious Institutions	-	-	-	X
Small-Scale Residential Care Facility	X	-	-	-
Small-Scale Day Care Center	-	-	-	X
Wireless Communications/Telecommunications	X	-	-	X
<b>Standards for Density and Building Intensity</b>				
<b>Standards for Density</b>				
Maximum Permitted Density (Units/Acres)	N/A	N/A	N/A	N/A
<b>Standards for Building Intensity</b>				
Maximum FAR	N/A	N/A	N/A	N/A
Maximum Structure Height	N/A	N/A	N/A	N/A
Maximum Lot Coverage Ratio	N/A	N/A	N/A	N/A
Minimum Open Space Ratio	N/A	N/A	N/A	N/A
Minimum Lot Size	2005 lot size	N/A	N/A	N/A
Notes:				
1. Use Categories: AG: Agriculture; OS-PR: Open Space/Passive Recreation; OS-AR: Open Space/Active Recreation; P-S: Public and Quasi-public Uses.				
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.				

## **CHAPTER 4.0 LIST OF PREPARERS**

### **4.1 CITY OF GOLETA**

Steve Chase	Planning and Environmental Services Director
Anne Wells	Advance Planning Division Manager
Patricia Miller	Current Planning Division Manager
Steve Wagner	Community Services Director
Dan Nemechek	Senior Planner
Margaret Duncan	Assistant Planner

### **4.2 JONES & STOKES**

Charles Smith, AICP	Project Manager
Wendy Beattie	Assistant Project Manager
Jean Carr	Biological Resources
Jennifer Barnes	Traffic and Circulation
Mindy Higginson	Technical Editor

## CHAPTER 5.0 REFERENCES

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City of Goleta. 2006. *Goleta General Plan/Coastal Land Use Plan*. September. Planning and Environmental Services Department Goleta, CA.

City of Goleta. 2006. *Final Goleta General Plan/Coastal Land Use Plan Environmental Impact Report*. September. Prepared by Jones and Stokes. Irvine, CA.

### 5.2 PERSONAL COMMUNICATIONS

Yim, Bill. Transportation Planner. Santa Barbara County Association of Governments. February 13, 2008—telephone conversation and email.

Yim, Bill. Transportation Planner. Santa Barbara County Association of Governments. February 25, 2008—email.

Yim, Bill, Transportation Planner, and Michael Powers, Planning Deputy Director. Santa Barbara County Association of Governments. February 27—meeting with Laura Vlk and Dan Nemecheck, City of Goleta.

Yim, Bill. Transportation Planner. Santa Barbara County Association of Governments. February 27, 2008—email.