

ATTACHMENT 3

GENERAL PLAN CONSISTENCY ANALYSIS

**TOWBES/ATK SPACE SYSTEMS
GENERAL PLAN CONSISTENCY ANALYSIS
08-157-OA, -DP RV 01**

Land Use Element

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

Consistent. The proposed addition to the existing office/research and development space not only preserves and protects the role of employment opportunities on this site, it provides additional workspace for new employees, presumably from and around the community, in the growing solar array field. Therefore, the proposed project would be consistent with this policy.

Policy LU 1.5 Compatibility of Existing and New Industrial Areas with Adjacent Residential Development [GP/CP] The Zoning Code shall include performance standards that will mitigate the effects of industrial uses and development on nearby residential areas. These standards shall include, but are not limited to, the following subjects: a. Air pollution, both direct and indirect; b. Dust; c. Noise; d. Drainage and stormwater runoff; e. Water pollution; f. Light pollution; g. Visual impacts; and h. Truck traffic. Standards may include requirements for industrial uses and development to provide an adequate physical buffer or separation as well as fencing and screening to help lessen the effects on adjacent residential development. Performance standards shall be applicable to discretionary approvals pertaining to alteration or expansion of existing industrial uses and development as well as to new industrial uses and development.

Consistent. The proposed projects was analyzed in relation to the Zoning Code's performance standards and within a Mitigated Negative Declaration that considered impacts and mitigations of industrial uses on the adjacent properties and community at large. All of the performance standards mentioned in the text of Policy LU 1.5 were considered. As ATK Space Systems is a clean research and development operation, the impacts typically associated with heavy industrial uses are not raised with this proposed project. Due to the dedication of right of way for the extension of Ekwill Street, a buffer of more than 150 feet from nearest building to nearest building (well in excess of normal standards) separates the research and development use onsite to the residential use to the north. Therefore, the proposed project would be consistent with this policy.

Policy LU 1.7 New Development and Protection of Environmental Resources [GP/CP] Approvals of all new development shall require adherence to high environmental standards and the preservation and protection of environmental resources, such as environmentally sensitive habitats, consistent

with the standards set forth in the Conservation Element and the City's Zoning Code.

Consistent. The proposed project's impact on environmental resources was analyzed within a Mitigated Negative Declaration that considered impacts and mitigations of environmental resources, such as the Old San Jose Creek Environmentally Sensitive Habitat Area. Policies throughout the Conservation Element, the General Plan and the City's Zoning Code were analyzed. Therefore, the proposed project would be consistent with this policy.

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

Consistent. This policy is intended to ensure that new development is compatible with the surrounding neighborhood. The project site would serve as a transitional land use between the residential uses to the north and the industrial area to the south and the agricultural area to the east and the industrial area to the west. Surrounding development includes a wide variety of architectural styles and building sizes. The project site is essentially a developed, infill lot, with a majority of its vegetation along Pine Avenue and Old San Jose Creek. The proposed structural changes will not likely be seen from Pine Avenue but would be seen from the future Ekwil Street extension. The proposed architecture is appropriate for the land use and in context with the variety of architectural styles and building sizes surrounding the project site. The project, as conditioned, will not create an adverse impact to community character, aesthetics or public. Therefore, the proposed project would be consistent with this policy.

Policy LU 1.9 Quality Design in the Built Environment. [GP/CP]
The City shall encourage quality site, architectural, and landscape design in all new development proposals. Development proposals shall include coordinated site planning, circulation, and design. Public and/or common open spaces with quality visual environments shall be included to create attractive community gathering areas with a sense of place and scale.

Consistent. In addition to the above policy, the proposed ATK Space Systems project was designed taking into account design clues from the surrounding properties and from the site's existing development. The DRB reviewed the project three times, and the DRB's review considered the site plan, neighborhood compatibility, and the *Recommended Standards for Building Intensity*. At the end of the DRB's November 12, 2008, meeting, the DRB gave the project's architecture, landscaping and grading favorable comments. The project will still be subject to Preliminary and Final DRB review, which will include more DRB critique and comments on refinements to the project architectural, lighting and landscape plans. Community Services review and approval of the final project plans for the new access driveways will further ensure that the project will not result in traffic safety impacts. The proposed project would dedicate right of way for the extension of Ekwil Street, but the construction of Ekwil Street would be the subject of a future project. Any potential impacts to the site as a result of the

Ekwill Street extension would be analyzed in the Ekwill Street extension project. Therefore, the proposed project would be consistent with this policy.

LU 1.13 Adequate Infrastructure and Services. [GP/CP] For health, safety, and general welfare reasons, approvals of new development shall be subject to a finding that adequate infrastructure and services will be available to serve the proposed development in accordance with the Public Facilities and Transportation Elements.

Consistent. This application has been considered in light of adequate infrastructure and services. While adequate infrastructure and services are currently available, the project has been conditioned to require proof of service availability from service providers prior to Land Use Permit Issuance. All existing streets and highways serving the proposed project are adequate and properly designed. As indicated by the conclusions of the ATE traffic study for the project (and concurrence by Community Services staff regarding these conclusions), project-generated traffic would not trigger traffic thresholds or Circulation Element standards for roadways or intersections and local streets and highways can accommodate the traffic generated by the project. Community Services review and approval of the final project plans for the new access driveways will further ensure that the project will not result in traffic safety impacts. Any potential impacts to site access and circulation changes as a result of the Ekwill Street extension will be analyzed in the Ekwill Street extension project. The project is conditioned to execute and deliver an Irrevocable Offer to Dedicate the right of way for the extension of Ekwill Street and contribute Goleta Transportation Improvement Fees to fund identified improvements to the area roadway network. Therefore, the proposed project would be consistent with this policy.

LU 4.2 Business Park (I-BP). [GP/CP] This use designation is intended to identify lands for attractive well-designed business parks that provide employment opportunities to the community and surrounding area. The intensity, design, and landscaping of development should be consistent with the character of existing development currently located in these areas. Uses in the Business Park designation may include a wide variety of research and development, light industrial, and office uses, as well as small-scale commercial uses that serve the needs of business park employees. In addition, lands designated with a Hotel Overlay may include transient lodging that emphasizes extended stays, as set forth in LU 1.12. The maximum recommended FAR set forth in Table 2-3 is increased from 0.4 to 0.5 for hotel uses. Activities in business park areas shall be conducted primarily indoors, and outdoor storage, processing, manufacturing, and vehicle repair are prohibited. Performance standards for Business Park uses shall ensure that: a. The scale and design of these uses are compatible with each other and with the existing character of the park and surrounding neighborhoods. b. Lighting from these uses will not interfere or conflict with adjacent nonindustrial properties. c. Signage will be controlled. d. Curb cuts will be minimized and sharing of access encouraged. Adequate and safe motorized and nonmotorized access to the site is provided, and transportation and circulation impacts, especially on residential areas, will be mitigated. f. Quality landscaping including outdoor seating areas, will be provided to enhance the visual appeal of the area.

**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
Industrial (Manufacturing)				
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
Transportation and Utilities				
Transportation (other than right-of-way)	-	-	X	X
Wireless Communications/Telecommunications	X	X	X	X
Utilities	X	X	-	-
Retail Trade				
Building/Landscape Materials and Equipment	-	X	-	X
Eating and Drinking Establishments	X	X	-	-
Other Retail Trade Establishments	X	X	-	-
Services (Including Offices)				
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
Auto-Related Uses				
Automotive Sales and Rentals	-	-	X	X
Auto Repair and Painting	-	-	X	X
Auto Wrecking Yard/Junk Yard	-	-	X	X
Auto Service (Gas) Station	-	-	-	X
Wholesale Trade and Storage				
General Wholesale Trade	-	-	X	X
Warehousing – General	X*	-	X	X
Warehousing – Self-Storage	-	-	X	X
Outdoor Storage	-	-	X	X
Residential Uses				
Residential Units	-	X	-	-
One Caretaker Unit Per Parcel	X	X	X	X
Assisted-Living Residential Units	-	X	-	-
Other Uses				
Public and Quasi-public Uses	X	X	X	X
Religious Institutions	-	X	-	-
Standards for Density and Building Intensity				
<i>Recommended Standards for Density</i>				
Maximum Residential Density	N/A	20units/acre	N/A	N/A
<i>Recommended Standards for Building Intensity</i>				
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. The standards for building intensity recommended by this General Plan pursuant to Government Code Section 65302(a) may be revised by a Resolution of the decision-making body of the City for specific projects based upon a finding of good cause.				
5. N/A = Not applicable.				
* Warehousing is allowed on parcels designated Business Park (I-BP) if it is in association with a permitted use.				
(Amended by Reso. 08-30, 6/17/08)				

Consistent. The project site is within the Business Park land use designation, which lists Research and Development as an allowable use. The proposed research and development building coverage, maximum height, and parking are consistent with Zoning Ordinance requirements; however, the proposed project exceeds the Maximum FAR of 0.40 and doesn't meet the minimum Open Space/Landscaping Ratio of 0.30 as found within the *Recommended Standards for Building Intensity* for the I-BP land use designation in General Plan Land Use Table 2-3. These recommended standards may be exceeded based on the "good cause" finding:

"defined as a better site, or architectural design, will result in better resource protection, will provide a significant community benefit and/or does not create an adverse impact to the community character, aesthetics or public views."

The Design Review Board (DRB) reviewed the project on September 23, 2008, October 28, 2008, and November 12, 2008. The DRB's review considered the site plan, neighborhood compatibility, and the *Recommended Standards for Building Intensity*. At the end of the DRB's November 12, 2008, meeting, the DRB gave the project's architecture, landscaping and grading favorable comments.

It is recognized that project does not comply with the Maximum FAR or Minimum Open Space/Landscaping Ratio of the *Recommended Standards for Building Intensity* due to the proposed dedication of the Irrevocable Offer to Dedicate the right of way for the extension of Ekwil Street. If the dedication right of way for the extension of Ekwil Street was not accepted, the proposed project would handily meet both the Maximum FAR and Minimum Open Space/Landscaping Ratio.

Based on the ability to make the good cause finding for the project height and FAR, the project, as conditioned, would be consistent with Table 2-3, with regard to the allowed use and standards for the I-BP land use designation. Therefore, the proposed project would be consistent with this policy.

LU 11.2 Nonresidential Growth Limit Based on New Housing Production.
[GP/CP] The quantity of new nonresidential floor area that may be approved for construction each year shall be limited based upon the number of residential units authorized for construction in the preceding year. The nonresidential growth-management system may allow carryover of all or part of any unused portion of the total allocation to the following year.

Consistent. The project proposal includes a request to amend the Goleta Growth Management Ordinance (GGMO) to exempt the project from its provisions subject to the condition that the property owner execute and deliver an Irrevocable Offer to Dedicate the right of way for the extension of Ekwil Street. If the Ordinance Amendment is not approved, the project would be subject to the normal competitive assignment of annual GGMO allocations. Therefore, the proposed project would be consistent with this policy.

Open Space Element

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

Consistent. No archaeological or cultural resources have been identified on the project site. However, project conditions require that in the event currently unknown sensitive archaeological resources are encountered during project development, work must cease until such resources have been properly evaluated by an archaeologist and a Native American monitor, and appropriate measures to protect and/or mitigate impacts to the resource have been implemented. Therefore, the proposed project, as conditioned, would be consistent with this policy.

OS 8.6 Monitoring and Discovery. [GP/CP] *On-site monitoring by a qualified archaeologist and appropriate Native American observer shall be required for all grading, excavation, and site preparation that involves earth moving operations on sites identified as archaeologically sensitive. If cultural resources of potential importance are uncovered during construction, the following shall occur: a. The grading or excavation shall cease and the City shall be notified. b. A qualified archeologist shall prepare a report assessing the significance of the find and provide recommendations regarding appropriate disposition. c. Disposition will be determined by the City in conjunction with the affected Native American nation.*

Consistent. The project site was surveyed by David Stone, M.A., R.P.A. of Dudek (October 2008). The study did not reveal any cultural resources, and concluded that it is highly unlikely that any intact prehistoric or historical archaeological deposits exist on site. Nevertheless, despite this very low chance of encountering cultural resources, standard conditions for responding to encountering archaeological resources would be applied, and the project has been conditioned accordingly.

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

Consistent. The condition of approval described above in OS 8.6 would also trigger stoppage of work and assessment of the find in the unlikely event that paleontological resources are encountered. Therefore, the proposed project, as conditioned, would be consistent with this policy.

OS 9.2 Mitigation of Impacts of New Development on Parks and Recreation Facilities. [GP] *The following shall apply to approvals of new development projects: a. To ensure new development pays a proportionate share of the cost of acquisition and improvement of parks, recreation facilities, and open space, the City shall require a one-time impact fee to offset costs necessary to accommodate the development. These fees shall be used for acquiring and/or developing new or improving/rehabilitating existing park, recreation, or open space facilities.*

Consistent. Per the City's Development Impact Fee Program, the applicant shall pay park and recreation mitigation fees to offset costs necessary to accommodate the development. Therefore, the proposed project, as conditioned, would be consistent with this policy.

Conservation Element

CE 1.8 ESHA Buffers. [GP/CP] *Development adjacent to an ESHA shall minimize impacts to habitat values or sensitive species to the maximum extent feasible. Native vegetation shall be provided in buffer areas to serve as transitional habitat. All buffers shall be of a sufficient size to ensure the biological integrity and preservation of the ESHA they are designed to protect.*

Consistent. The parcel's northern parcel is nearly coterminous with a drainage channel known as Old San Jose Creek which is mapped as ESHA. The project would entail the loss of 41,468 square feet of nonnative grassland/ruderal vegetation, one mature Coast Live Oak tree, three oak tree saplings, and an Island Oak tree sapling. There are no special-status species in the area of direct disturbance. However, there are two known historic redtail hawk nests located on the adjacent properties to the east, habitat that could support the least Bell's vireo, and the Goleta Slough is located downstream (and includes habitat for the tidewater goby). Project conditions require a 50-foot wide buffer zone to be established around the perimeter of the ESHA (the buffer would need to be reduced to 25-feet around the arroyo willow and locust riparian woodlands), silt/sediment control, and the applicant shall plant native drought-tolerant vegetation at a 2 to 1 ratio along the Old San Jose Creek (within the existing riparian canopy and, to the City's best estimate, in a location not to interfere with the future Ekwil Street extension) to mitigate the riparian woodland buffer area lost. Non native trees, shrubs, and herbaceous vegetation shall be removed from the 50- and 25-foot buffer zone. In addition, a City-approved biologist shall perform bird breeding surveys to identify any active raptor and/or least Bell's vireo nests within 300 feet of the project site. In the event that such active nests are found, construction shall be delayed and/or redirect to an area more than 300 feet away from the active bird nests until nesting activities have been completed. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 1.9 Standards Applicable to Development Projects. [GP/CP] *The following standards shall apply to consideration of developments within or adjacent to ESHAs: a. Site designs shall preserve wildlife corridors or habitat networks. Corridors shall be of sufficient width to protect habitat and dispersal*

zones for small mammals, amphibians, reptiles, and birds. c. Site plans and landscaping shall be designed to protect ESHAs. Landscaping, screening, or vegetated buffers shall retain, salvage, and/or reestablish vegetation that supports wildlife habitat whenever feasible. Development within or adjacent to wildlife habitat networks shall incorporate design techniques that protect, support, and enhance wildlife habitat values. Planting of nonnative, invasive species shall not be allowed in ESHAs and buffer areas adjacent to ESHAs. d. All new development shall be sited and designed so as to minimize grading, alteration of natural landforms and physical features, and vegetation clearance in order to reduce or avoid soil erosion, creek siltation, increased runoff, and reduced infiltration of stormwater and to prevent net increases in baseline flows for any receiving water body. e. Light and glare from new development shall be controlled and directed away from wildlife habitats. Exterior night lighting shall be minimized, restricted to low intensity fixtures, shielded and directed away from ESHAs. f. In order to minimize adverse impacts related to fish and wildlife habitat conservation areas and noise, noise levels from new development should not exceed an exterior noise level of 60 Ldn at the habitat site. During construction, noise levels may exceed these levels when it can be demonstrated that significant adverse impacts on wildlife can be avoided or will be temporary. h. The timing of grading and construction activities shall be controlled to minimize potential disruption of wildlife during critical time periods such as nesting or breeding seasons. i. Grading, earthmoving, and vegetation clearance adjacent to an ESH shall be prohibited during the rainy season, generally from November 1 to March 31, except where necessary to protect or enhance the ESHA itself. j. In areas that are not adjacent to ESHAs, where grading may be allowed during the rainy season, erosion control measures such as sediment basins, silt fencing, sandbagging, and installation of geofabrics shall be implemented prior to and concurrent with all grading operations.

Consistent. The parcel's northern parcel is nearly coterminous with a drainage channel known as Old San Jose Creek which is mapped as ESHA. Project conditions require a 50-foot wide buffer zone to be established around the perimeter of the ESHA (the buffer would need to be reduced to 25-feet around the arroyo willow and locust riparian woodlands), and the applicant shall plant native drought-tolerant vegetation at a 2 to 1 ratio along the Old San Jose Creek (within the existing riparian canopy and, to the City's best estimate, in a location not to interfere with the future Ekwil Street extension) to mitigate the riparian woodland buffer area lost. Non native trees, shrubs, and herbaceous vegetation shall be removed from the 50- and 25-foot buffer zone. Project conditions also require drainage and grading plans with a Storm Water Management Plan to be submitted for review and approval from Community Services, Building and the Regional Water Quality Control Board to ensure adequate onsite retention and filtration of all stormwater runoff. All exterior night lighting shall be of low intensity/low glare design, and shall be hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels and ESHA. New and existing HVAC equipment and other commercial/industrial equipment shall be kept in proper working order and or noise shielding/insulation will be required to keep levels at acceptable levels. Construction noise is conditioned to be limited through properly maintained sound-control devices and the implementation of additional noise mitigation measures for stationary construction equipment. The project is limited to grading in the dry season (i.e. April 15 to November

1) unless a City approved erosion control plan is in place. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 1.10 Management of ESHAs [GP/CP]. *The following standards shall apply to the ongoing management of ESHAs: a. The use of insecticides, herbicides, artificial fertilizers, or other toxic chemical substances that have the potential to degrade ESHAs shall be prohibited within and adjacent to such areas, except where necessary to protect or enhance the ESHA itself. d. Weed abatement and brush-clearing activities for fire safety purposes shall be the minimum that is necessary to accomplish the intended purpose. Techniques shall be limited to mowing and other low-impact methods such as hand crews for brushing, tarping, and hot water/foam for weed control. Disking shall be prohibited.*

Consistent. Management, maintenance, and fuel management activities within ESHA and the buffer zones shall be performed with restricted use of insecticides, herbicides and artificial fertilizers and requires use of low impact weed abatement and brush clearing methods. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 3.5 Protection of Wetlands Outside the Coastal Zone [GP]. *The biological productivity and the quality of inland wetlands shall be protected and, where feasible, restored. The filling of wetlands outside the Coastal Zone is prohibited unless it can be demonstrated that: a. The wetland area is small, isolated, not part of a larger hydrologic system, and generally lacks productive or functional habitat value. b. The extent of the fill is the least amount necessary to allow reasonable development of a use allowed by the Land Use Element. c. Mitigation measures will be provided to minimize adverse environmental effects, including restoration or enhancement of habitat values of wetlands at another location on the site or at another appropriate offsite location within the City. A wetland buffer of a sufficient size to ensure the biological integrity and preservation of the wetland shall be required. Generally a wetland buffer shall be 100 feet, but in no case shall a wetland buffer be less than 50 feet. The buffer area shall serve as transitional habitat with native vegetation and shall provide physical barriers to human intrusion.*

Consistent. As Old San Jose Creek is not identified as a USGS Blue-line stream, CE Policy 3.5 Protection of Wetlands Outside the Coastal Zone applies. The project maps a 50-foot buffer from the top of Old San Jose Creek's bank instead of a 100-foot buffer. This reduced buffer is justified for the following four reasons: 1) the project site is currently a developed site, 2) the project does not disturb the riparian/wetland ESHA, 3) the project includes improving the habitat quality of the buffer through removal of non-native species, and 4) the project includes restoring the buffer with native species. Therefore, the proposed project would be consistent with this policy.

CE 8.2 Protection of Habitat Areas. [GP/CP] *All development shall be located, designed, constructed, and managed to avoid disturbance of adverse impacts to special-status species and their habitats, including spawning, nesting, rearing, roosting, foraging, and other elements of the required habitats.*

Consistent. The parcel's northern parcel is nearly coterminous with a drainage channel known as Old San Jose Creek which is mapped as ESHA. The project would entail the loss of 41,468 square feet of nonnative grassland/ruderal vegetation, one mature Coast Live Oak tree, three oak tree saplings, and an Island Oak tree sapling. However, there are two known historic redtail hawk nests located on the adjacent properties to the east, habitat that could support the least Bell's vireo, and the Goleta Slough is located downstream (and includes habitat for the tidewater goby). Project conditions require a 50-foot wide buffer zone to be established around the perimeter of the ESHA (the buffer would need to be reduced to 25-feet around the arroyo willow and locust riparian woodlands), silt/sediment control, and the applicant shall plant native drought-tolerant vegetation at a 2 to 1 ratio along the Old San Jose Creek (within the existing riparian canopy and, to the City's best estimate, in a location not to interfere with the future Ekwil Street extension) to mitigate the riparian woodland buffer area lost. Non native trees, shrubs, and herbaceous vegetation shall be removed from the 50- and 25-foot buffer zone. In addition, a City-approved biologist shall perform bird breeding surveys to identify any active raptor and/or least Bell's vireo nests within 300 feet of the project site. In the event that such active nests are found, construction shall be delayed and/or redirect to an area more than 300 feet away from the active bird nests until nesting activities have been completed. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 8.4 Buffer Areas for Raptor Species. [GP/CP] *Development shall be designed to provide a 100-foot buffer around active and historical nest sites for protected species of raptors when feasible. In existing developed areas, the width of the buffer may be reduced to correspond to the actual width of the buffer for adjacent development. If the biological study described in CE 8.3 determines that an active raptor nest site exists on the subject property, whenever feasible no vegetation clearing, grading, construction, or other development activity shall be allowed within a 300-foot radius of the nest site during the nesting and fledging season.*

Consistent. There are two known historic redtail hawk nests located on the adjacent properties to the east. The proposed project does not encroach within the 100-foot wide buffer zone of these raptor nests, but the northeast corner of the new parking area is within a 300-foot radius of a historic raptor nest. A City-approved biologist shall perform bird breeding surveys to identify any active raptor nests within 300 feet of the project site. In the event that active raptor nest(s) are found, construction shall be delayed and/or redirect to an area more than 300 feet away from the active bird nests until nesting activities have been completed. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 9.2 Tree Protection Plan. [GP/CP] *Applications for new development on sites containing protected native trees shall include a report by a certified arborist or other qualified expert. The report shall include an inventory of native trees and a Tree Protection Plan.*

Consistent. A report/inventory of native trees incorporating a Tree Protection Plan was submitted by Watershed Environmental (October 2008). Therefore, the proposed project is consistent with this policy.

CE 9.4 Tree Protection Standards. [GP/CP] *The following impacts to native trees and woodlands shall be avoided in the design of projects except where no other feasible alternatives exists: 1) removal of native trees; 2) fragmentation of habitat; 3) removal of understory; 4) disruption of the canopy, and 5) alteration of drainage patterns. Structures, including roads and driveways, shall be sited to prevent any encroachment into the critical root zone and to provide an adequate buffer outside of the critical root zone of individual native trees in order to allow for future growth.*

Consistent. Project conditions require a 50-foot wide buffer zone to be established around the perimeter of the ESHA (the buffer would need to be reduced to 25-feet around the arroyo willow and locust riparian woodlands), and the applicant shall plant native drought-tolerant vegetation at a 2 to 1 ratio along the Old San Jose Creek (within the existing riparian canopy and, to the City's best estimate, in a location not to interfere with the future Ekwil Street extension) to mitigate the riparian woodland buffer area lost. Non native trees, shrubs, and herbaceous vegetation shall be removed from the 50- and 25-foot buffer zone. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 9.5 Mitigation of Impacts to Native Trees. [GP/CP] *Where the removal of mature natives trees cannot be avoided through the implementation of project alternatives or where development encroaches into the protected zone and could threaten the continued viability of the tree(s), mitigation measures shall include, at a minimum, the planting of replacement trees on site, if suitable area exists on the subject site, at a ration of 10 replacement trees for every one tree removed...Mitigation sites shall be monitored for a period of 5 years. The City may require replanting of trees that do not survive.*

Consistent. The landscape plan must also include ten new Coast Live Oak tree saplings as mitigation for the loss of one mature Coast Live Oak tree. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 10.1 New Development and Water Quality. [GP/CP] *New development shall not result in the degradation of the water quality of groundwater basins or surface waters; surface waters include the ocean, lagoons, creeks, ponds, and wetlands. Urban runoff pollutants shall not be discharged or deposited such that they adversely affect these resources.*

Consistent. See discussion under CE 10.9.

CE 10.2 Siting and Design of New Development. [GP/CP] *New development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure the following: a. Protection of areas that provide important water quality benefits, areas necessary to maintain riparian and aquatic biota, and areas susceptible to erosion and sediment loss. b. Limiting increases in areas covered by impervious surfaces. c. Limiting the area where land disturbances occur, such as clearing of vegetation,*

cut-and-fill, and grading, to reduce erosion and sediment loss. d. Limiting disturbance of natural drainage features and vegetation.

Consistent. See discussion under CE 10.9.

CE 10.3 Incorporation of Best Management Practices for Stormwater Management [GP/CP] *New development shall be designed to minimize impacts to water quality from increased runoff volumes and discharges of pollutants from non-point sources to the maximum extent feasible consistent with the requirements and standards of the Central Coast Regional Water Quality Control Board. Post construction structural BMPs shall be designed to treat, infiltrate, or filter stormwater runoff in accordance with the City's Stormwater Management Program. Examples of BMPs include the following: a. Retention and detention basins; b. Vegetated swales; c. Infiltration galleries or injection wells; d. Use of permeable paving materials; e. Mechanical devices such as oil-water separators and filters; f. Revegetation of graded or disturbed areas. g. Other measures that are promoted by the Central Coast Regional Water Quality Control Board and those described in the BMP report of the Bay Area Association of Stormwater Management Agencies.*

Consistent. See discussion under CE 10.9.

CE 10.6 Stormwater Management Requirements. [GP/CP] *The following requirements shall apply to specific types of development: d. Outdoor materials storage areas shall be designed to incorporate BMPs to prevent stormwater contamination from stored materials. e. Trash storage areas shall be designed using BMPs to prevent stormwater contamination by loose trash and debris.*

Consistent. See discussion under CE 10.9.

CE 10.7 Drainage and Stormwater Management Plans. [GP/CP] *New development shall protect the absorption, purifying, and retentive functions of natural systems that exist on the site. Drainage Plans shall be designed to complement and use existing drainage patterns and systems, where feasible, conveying drainage from the site in a nonerosive manner. Disturbed or degraded natural drainage systems shall be restored where feasible, except where there are geologic or public safety concerns. Proposals for new development shall include the following: a. A Construction-Phase Erosion Control and Stormwater Management Plan that specifies the BMPs that will be implemented to minimize erosion and sedimentation; provide adequate sanitary and waste disposal facilities; and prevent contamination of runoff by construction practices, materials, and chemicals. b. A Post-Development-Phase Drainage and Stormwater Management Plan that specifies the BMPs—including site design methods, source controls, and treatment controls—that will be implemented to minimize polluted runoff after construction. This plan shall include monitoring and maintenance plans for the BMP measures.*

Consistent. See discussion under CE 10.9.

CE 10.8 Maintenance of Stormwater Management Facilities. [GP/CP] *New development shall be required to provide ongoing maintenance of BMP measures where maintenance is necessary for their effective operation. The permittee and/or owner, including successors in interest, shall be responsible for all structural treatment controls and devices as follows: a. All structural BMPs shall be inspected, cleaned, and repaired when necessary prior to September 30th of each year. b. Additional inspections, repairs, and maintenance should be performed after storms as needed throughout the rainy season, with any major repairs completed prior to the beginning of the next rainy season. c. Public streets and parking lots shall be swept as needed and financially feasible to remove debris and contaminated residue. d. The homeowners association, or other private owner, shall be responsible for sweeping of private streets and parking lots.*

Consistent. See discussion under CE 10.9.

CE 10.9 Landscaping to Control Erosion. [GP/CP] *Any landscaping that is required to control erosion shall use native or drought-tolerant noninvasive plants to minimize the need for fertilizer, pesticides, herbicides, and excessive irrigation.*

Consistent. Policies CE 1.9, 10.1, 10.2, 10.3, 10.6, 10.7, 10.8 and 10.9 are intended to protect water quality of groundwater and all streams, lakes, and sloughs within the City as well as the City's ocean waters. The project site is essentially a developed, flat, infill lot. Project conditions require drainage and grading plans with a Storm Water Management Plan to be submitted for review and approval and associated erosion control, water quality measures, and associated maintenance provisions prior to issuance of Land Use Permits to ensure acceptable long-term drainage conveyance, in compliance with the City's Stormwater Management Program and to ensure that the project will not result in degradation of ESHA or degradation of water quality in the groundwater basin or surface waters from Community Services, Building and the Regional Water Quality Control Board to ensure adequate onsite retention and filtration of all stormwater runoff. The project's Drainage Analysis (Penfield & Smith, August 2008) determined two detention basins would be needed to detain the excess peak runoff, and are proposed as part of this project. In addition, covered outdoor storage areas and trash enclosures are proposed. The project is limited to grading in the dry season (i.e. April 15 to November 1) unless a City approved erosion control plan is in place. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 12.2 Control of Air Emissions from New Development. [GP] *The following shall apply to reduction of air emissions from new development: a. Any development proposal shall be referred to the Santa Barbara County Air Pollution Control District for comments and recommended conditions prior to final action by the City. b. All new commercial and industrial sources shall be required to use the best-available air pollution control technology. Emissions control equipment shall be properly maintained to ensure efficient and effective operation. e. Any permit required by the Santa Barbara County Air Pollution Control District shall be obtained prior to issuance of final development clearance by the City.*

Consistent. The project was referred to the Santa Barbara County Air Pollution Control District (APCD), and APCD Conditions' Letter shall be followed by the applicant. During all project grading and hauling, the project is required to adhere to conditions that reduce emissions of ozone precursors and particulate emissions from diesel exhaust as considered in this policy. Idling of diesel trucks shall be limited to a maximum of five minutes. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 12.3 Control of Emissions during Grading and Construction. [GP] *Construction site emissions shall be controlled by using the following measures: a. Watering active construction areas to reduce windborne emissions. b. Covering trucks hauling soil, sand, and other loose materials. c. Paving or applying nontoxic solid stabilizers on unpaved access roads and temporary parking areas. d. Hydroseeding inactive construction areas. e. Enclosing or covering open material stockpiles. f. Revegetating traded areas immediately upon completion of work.*

Consistent. Soils 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 tarped from the point of origin. Gravel pads must be installed at the access points to the construction site to minimize tracing of mud onto public roads. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 13.2 Energy Efficiency in Existing and New Commercial and Industrial Development. [GP] *The following measures shall be employed to reduce energy consumption in existing and new commercial and industrial buildings: a. Reduction of energy consumption in existing buildings through improved design and management of heating, ventilation, air conditioning systems and lighting is encouraged. Master metering is discouraged, and conversions to metering for individual tenant spaces shall be promoted where feasible. c. The City shall encourage nonresidential buildings to be designed in a manner that is appropriate for local climate conditions, taking into account natural light and ventilation, placement of landscaping, and use of integrated energy systems. This encompasses concepts such as cogeneration, waste heat systems, and other similar technologies.*

Consistent. The project has been conditioned for energy-conserving techniques envisioned in this policy, that substantially exceed the minimum Title 24 energy conservation requirements, to be incorporated unless the applicant demonstrates their infeasibility to the satisfaction of the City. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 15.3 Water Conservation for New Development. [GP] *In order to minimize water use, all new development shall use low water use plumbing fixtures, water-conserving landscaping, low flow irrigation, and reclaimed water for exterior landscaping, where appropriate.*

Consistent. The project's landscape plan proposes to use native drought-tolerant species and low flow-irrigation. The project has also been conditioned to obtain and Can

and Will Serve letter from the Goleta Water District. The Goleta Water District would also require water conservation measures in project design. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 15.5 Reduction of Construction Wastes. [GP] *In instances where demolitions of existing buildings and structures are authorized, it is encouraged that such structures be deconstructed and that structural components, fixtures, and materials be salvaged for future reuse. Provisions for recycling of waster materials at all construction sites, including and demolition sits shall be required.*

Consistent. A Waste Reduction ad Recycling Plan that would meet the intent of this policy shall be submitted to Community Services for review and approval. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal. Therefore, the proposed project, as conditioned, would be consistent with this policy.

Safety Element

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

Consistent. The project shall comply with the conclusions and recommendations contained in the Update of the Geotechnical Engineering Reports for ATK Space Systems (October 2008). Therefore, the proposed project, as conditioned, would be consistent with this policy.

SE 1.6 Enforcement of Building Codes. [GP] *The City shall ensure through effective enforcement measures that all new construction in the city is built according to the adopted building and fire codes.*

Consistent. The Planning and Environmental Services requires a Building Division plan check for all new construction within the City. The plan check, and the associated referral of plans to the Fire Department for review and issuance or any Fire Department permits or certificates, would ensure the project is built in accordance with all adopted building and fire codes. Therefore, the proposed project, as conditioned, would be consistent with this policy.

SE 4.3 Geotechnical and Geologic Studies Required. [GP/CP] *Where appropriate, the City shall require applications for planning entitlements for new or expanded development to address potential geologic and seismic hazards*

through the preparation of geotechnical and geologic reports for City review and acceptance.

Consistent. See discussion above in SE 1.3.

SE 4.12 Safety Measures for Tsunami Hazard Areas. [GP/CP] *The following shall apply in tsunami hazard areas: a. New developments shall include design features or other measures that provide for safe harbor on site.*

Consistent. The project as designed provides roof access for safe harbor in the event of a tsunami warning/event. Therefore, the proposed project, would be consistent with this policy.

SE 5.2 Evaluation of Soil-Related Hazards. [GP/CP] *The City shall require structural evaluation reports with appropriate mitigation measures to be provided for all new subdivisions, and for discretionary projects proposing new nonresidential buildings or substantial additions. Depending on the conclusions of the structural evaluation report, soil and geological reports may also be required. Such studies shall evaluate the potential for soil expansion, compression, and collapse to impact the development; they shall also identify mitigation to reduce these potential impacts, if needed.*

Consistent. See discussion above in SE 1.3.

SE 5.4 Avoidance of Soil-Related Hazards. [GP/CP] *For the proposed development of any critical facilities in areas subject to soil-related hazards, as well as for noncritical facilities in areas subject to soil-related hazards, the City shall require site-specific geotechnical, soil, and/or structural engineering studies to assess the degree of hazard on the proposed site and recommend any appropriate site design modifications or considerations as well as any other mitigation measures. The City shall not approve development in areas subject to soil-related hazards, unless mitigation measures are identified and committed to that would reduce hazards to an acceptable level.*

Consistent. See discussion above in SE 1.3.

SE 7.1 Fire Prevention and Response Measures for New Development. [GP/CP] *New development and redevelopment projects shall be designed and constructed in accordance with National Fire Protection Association standards to minimize fire hazards, with special attention given to fuel management and improved access in areas with higher fire risk, with access or water supply deficiencies, or beyond a 5-minute response time.*

Consistent: The Planning and Environmental Services requires a Building Division plan check for all new construction within the City. This plan check is inclusive of a mandatory Fire Protection Certificate (FPC) application to the Fire Department. The processing of the FPC will ensure that the project's fire prevention and response measures are in concurrence with all adopted fire codes. Therefore, the proposed project, as conditioned, would be consistent with this policy.

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

Consistent. This policy is intended to ensure adequate fire protection infrastructure is incorporated into the design of new development. The project plans include two driveways and allow for access around the entire research and development building. The plans incorporate Fire Department requirements for access, emergency access, fire hydrants, and fire hydrant pressure. Therefore, the proposed project, as conditioned, would be consistent with this policy.

SE 7.5 Automatic Fire Sprinkler Systems. *[GP] The City shall require the installation of automatic fire sprinklers for: a) all new buildings that have a total floor area of 5,000 square feet or more and b) any existing building proposed for remodeling or an addition, which, upon completion of the remodel or addition, will have a total floor area of 5,00 square feet or more.*

Consistent. See discussion above in SE 7.1.

Visual and Historic Resources Element

VH 1.6 Preservation of Natural Landforms. *[GP/CP] Natural landforms shall be protected. Protection 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: 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. b. Blend graded slopes with the natural topography. c. On slopes, step buildings to conform to site topography. d. Minimize use of retaining walls. e. Minimize vegetation clearance for fuel management. f. Cluster building sites and structures. g. Share vehicular access to minimize curb cuts.*

Consistent. This policy has been designed to minimize grading and to follow natural contours associated with site planning and circulation. The application anticipates removal and replacement of mature trees onsite. The project has completed DRB Conceptual review. The DRB review promoted high standards in architectural and site design in the context of surrounding development and neighborhood characteristics.

- Further consideration of the project's respect to natural landforms and landscaping in the project's design would be completed at Preliminary and Final DRB review. Therefore, the proposed project, as conditioned, would be consistent with this policy.

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

Consistent. This policy is intended to ensure that development within the City is as aesthetically pleasing as possible given the nature of the use and to ensure that development does not detract from the visual quality of the City. The project site would serve as a transitional land use between the residential uses to the north and the industrial area to the south and the agricultural area to the east and the industrial area to the west. Surrounding development includes a wide variety of architectural styles and building sizes.

The project site is essentially a developed, infill lot, with a majority of its vegetation along Pine Avenue and Old San Jose Creek. The proposed structural changes will not likely be seen from Pine Avenue but would be seen from the future Ekwil Street extension. The visual character of the project would be conditioned to require review by the DRB for grading/topography/drainage, size/bulk/scale, elevations, architectural details, existing vegetation/proposed landscaping, and lighting. Review of development by the DRB should ensure that new structures and landscaping are aesthetically well designed and sited, and to ensure that the proposed project is respectful and aesthetically compatible with the existing community' scale, materials, and character.

The DRB reviewed the project three times, and the DRB's review considered the site plan, neighborhood compatibility, and the *Recommended Standards for Building Intensity*. At the end of the DRB's November 12, 2008, meeting, the DRB gave the project's architecture, landscaping and grading favorable comments. The project is consistent with the applicable visual resources standards and a good cause finding can be made with regard to exceeding the Maximum FAR of 0.40 and doesn't meet the minimum Open Space/Landscaping Ratio of 0.30 for the I-BP land use designation in the General Plan. The project will still be subject to Preliminary and Final DRB review, which will include more DRB critique and comments on refinements to the project architectural, lighting and landscape plans. The DRB review would specifically exclude invasive plants and would consider the placement of native and drought-tolerant species that would include a variety of trees, shrubs, and groundcover to enhance the project area's landscaping. The landscape plan must also include ten new Coast Live Oak tree saplings as mitigation for the loss of one mature Coast Live Oak tree. Therefore, the proposed project, as conditioned, would be consistent with this policy.

VH 3.2 Neighborhood Identity [GP] *The unique qualities and character of each neighborhood shall be preserved and strengthened. Neighborhood context and scale shall be maintained. New development shall be compatible with existing*

architectural styles of adjacent development, except where poor quality design exists.

Consistent. See discussion above in VH 3.1.

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

Consistent. See discussion above in VH 3.1. The parking lot design complies with circulation requirements for emergency vehicles and sufficient parking has been provided as indicated in the Zoning Ordinance consistency discussion attachment to the Planning Commission staff report. Compact spaces comprise less than 20% of the total parking spaces. The parking lot design incorporates landscaping which serves to break up the massing of the structure as well as breaking up the expanse of parking, providing some shade, as well as bio-filtration of runoff water on-site consistent with General Plan policies. Landscape trees are provided every four parking spaces. In addition, 20 indoor bicycle parking spaces are provided.

Community Services review and approval of the final project plans for the new access driveways will further ensure that the project will not result in traffic safety impacts. The proposed project would dedicate right of way for the extension of Ekwil Street, but the construction of Ekwil Street (and public improvements such as sidewalks along Pine Avenue and Ekwil Street, a Class II bikeway along Ekwil Street, and or trails along Old San Jose Creek) would be the subject of a future project. Any potential impacts to the site as a result of the Ekwil Street extension would be analyzed in the Ekwil Street extension project. Therefore, the proposed project would be consistent with this policy.

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

Consistent. See discussion above in VH 3.1.

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

Consistent. See discussion above in VH 3.1.

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

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

Consistent. See discussion above in VH 3.1.

VH 4.9 Landscape Design [GP] *Landscaping shall be considered and designed as an integral part of development, not relegated to remaining portions of a site following placement of buildings, parking, or vehicular access. Landscaping shall conform to the following standards: a. Landscaping that conforms to the natural topography and protects existing specimen trees is encouraged. b. Any specimen trees removed shall be replaced with a similar size tree or with a tree deemed appropriate by the City. c. Landscaping shall emphasize the use of native and drought-tolerant vegetation and should include a range and density of plantings including trees, shrubs, groundcover, and vines of various heights and species. d. The use of invasive plants shall be prohibited. e. Landscaping shall be incorporated into the design to soften building masses, reinforce pedestrian scale, and provide screening along public streets and off-street parking areas.*

Consistent. See discussion above in VH 3.1.

VH 4.10 Streetscape and Frontage Design. [GP] *A unified streetscape shall be created to improve the interface between pedestrians and vehicles. The following design elements shall be incorporated where feasible: a. Abundant street trees and landscaped medians. b. Landscaping that buffers pedestrians and bicyclists from traffic without creating site distance conflicts. c. Coordination of landscaping within the public right-of-way and adjacent development to provide an integrated street frontage. d. Provision of street furniture including benches, planter seating, trash containers, and pedestrian scale light fixtures. e. Use of pavement treatments and decorative tree wells. f. Accent planting, textured paving, and*

specimen trees used to establish identities at building entries. g. Traffic control and utility hardware such as backflow devices, traffic control cabinets, cable television boxes, and air vacuum and release enclosures shall be screened from view and colored to blend in with the surroundings. Such hardware should be placed outside sidewalks and away from intersections to the extent feasible.

Consistent. See discussion above in VH 3.1 and 3.3.

VH 4.11 Parking Lots. [GP] Parking lots shall be adequately designed and landscaped. The following standards shall apply (see related Policy TE 9): a. Adequate parking requirements shall be established for all zone districts and conditionally permitted uses. b. Adequate parking space dimensions and aisle widths shall be established. c. Angled parking spaces are encouraged in order to maximize visibility for drivers and pedestrians. Retail parking lot design that includes 90-degree parking spaces is discouraged. d. Pedestrian circulation shall be adequate, clearly delineated, and integrated with internal vehicle circulation to allow for safe and convenient pedestrian links from parking areas to building entrances. Planting strips should be used between traffic zones and sidewalks wherever possible. e. Retail parking lots shall provide for adequate shopping cart storage that is adequately screened. f. Parking lot landscaping shall provide for adequate visual relief, screening, and shade. Adequate tree density shall be established and shall include approximately one tree for every four parking spaces. Deciduous trees in parking lots are discouraged due to the visual effects of loss of canopy. g. Parking lot lighting shall be considered relative to the selection and location of parking lot trees and their height at maturity. h. Shared parking arrangements are encouraged where neighboring uses have different peak use periods. i. Permeable parking surfaces and grass-incorporated paving systems are encouraged to reduce stormwater runoff. Water quality protection measures such as storm drain filters should be used to minimize pollutants that would result in impacts to downstream water bodies or habitat.

Consistent. See discussion above in VH 3.1 and 3.3.

VH 4.12 Lighting. [GP] Outdoor lighting fixtures shall be designed, located, aimed downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and sky glow. The following standards shall apply: a. Outdoor lighting shall be the minimum number of fixtures and intensity needed for the intended purpose. Fixtures shall be fully shielded and have full cut off lights to minimize visibility from public viewing areas and prevent light pollution into residential areas or other sensitive uses such as wildlife habitats or migration routes. b. Direct upward light emission shall be avoided to protect views of the night sky. c. Light fixtures used in new development shall be appropriate to the architectural style and scale and compatible with the surrounding area.

Consistent. The proposed project would continue to be reviewed by DRB for provision of appropriate lighting standards, fixtures, and styles to minimize night sky lighting and maintain consistency with the surrounding area. Furthermore, the project would be

conditioned to require all outdoor lighting fixtures to be hooded or otherwise direct light downward. Therefore, with conditions of approval, the proposed project would be consistent with this policy.

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

Consistent. Any new utility lines proposed with this project would be installed underground. If backflow devices or other similar equipment is required, it would be conditioned to incorporate adequate screening. Therefore, the project is consistent with this policy.

VH 4.16 Green Building [GP] *The City encourages the incorporating of green building practices in design. Such practices may include the use of recycled materials, drought-tolerant and native plants, energy efficient features, water conservation, allowance for solar access, and permeable surfaces.*

Consistent. See discussion above in CE 13.2, 15.3, and 15.5.

Transportation Element

TE 1.1 Alternative Modes. [GP/CP] *The City's intent shall be to achieve a realistic and cost-effective balance between travel modes, including bikeways, pedestrian circulation, and bus transit. The City shall encourage the use of alternative modes of transportation, such as bus transit, bicycling, and walking, which have the additional beneficial effect of reducing consumption of non-renewable energy sources.*

Consistent. See discussion under TE 10.4.

TE 1.6 Development Review. [GP/CP] *As a condition of approval of new non-residential projects, the City may require developers to provide improvements that will reduce the use of single-occupancy vehicles. These improvements may include, but are not limited to, the following: a. Preferential parking spaces for carpools. b. Bicycle storage, parking spaces, and shower facilities for employees. c. Bus turnouts and shelters at bus stops.*

Consistent. See discussion under TE 10.4.

TE 2.1 Reduction/Shifting of Peak-Hour Vehicle Trips. [GP] *The City supports efforts to limit traffic congestion through reducing low-occupancy auto trips and shifting peak-hour vehicle trips to off-peak hours. Possible means for accomplishing this include the following: a. Increased telecommuting. b.*

Establishment of flexible work schedules. c. Provision of incentives for carpooling. d. Provision of vanpools. e. Car sharing/ride sharing. f. Guaranteed ride home programs. g. Safe routes to school programs. h. Provision of pedestrian amenities. i. Provision of bicycle facilities and amenities. j. Bus pass programs for employees. k. Public information and promotion of ridesharing.

Consistent. See discussion under TE 10.4.

TE 3.5 Collector Streets and Roads. [GP/CP] Routes designated as collector streets are shown in Figure 7-2. The following criteria and standards apply to these roads: a. Definition/Function: Collector streets and roads function to collect traffic from local streets and roads and to carry that traffic to major or minor arterials. Collectors may also link two arterials as well as collecting traffic from local streets and abutting driveways. Collector roads are designed to provide access to local streets within residential and commercial areas or to connect streets of higher classifications to permit adequate traffic circulation. b. Collector Road Design Standards: The following standards apply: 1) Collector streets shall generally not exceed two travel lanes (one lane in each direction) and shall generally be undivided roads. 2) Collectors generally should not form a continuous system, so that they cannot easily be used as substitutes for arterials. 3) Intersections of collectors with cross-routes are provided at grade. Intersection controls shall give priority to traffic flow on the arterial rather than the collector. 4) Collector streets and roads shall include facilities to accommodate pedestrians and bicycles. 5) At a minimum, collectors shall include curbs, gutters, and sidewalks. Collectors may include landscaped strips between curb and sidewalk. 6) Parking may be required in appropriate segments on either or both sides of the street.

Consistent. Community Services review and approval of the final project plans for the new access driveways will further ensure that the project will not result in traffic safety impacts. The proposed project would dedicate right of way for the extension of Ekwill Street, but the construction of Ekwill Street (and public improvements such as sidewalks along Pine Avenue and Ekwill Street, a Class II bikeway along Ekwill Street, and or trails along Old San Jose Creek) would be the subject of a future project. Any potential impacts to the site as a result of the Ekwill Street extension would be analyzed in the Ekwill Street extension project. Therefore, the proposed project would be consistent with the standards for Collector Streets and Roads.

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

Consistent. See discussion above in TE 3.9.

TE 4.1 General Level of Service Standard. [GP] A traffic LOS standard C shall apply citywide to major arterials, minor arterials, and collector roadways and signalized and unsignalized intersections, except as provided in TE 4.2. The standard shall apply to daily traffic volumes and both AM and PM peak hours for intersections, and to average daily traffic volumes (ADT) for roadway segments. Table 7-3 provides descriptions of the LOS categories.

Consistent. See discussion under TE 13.3.

TE 5.3 Ekwil-Fowler-South Kellogg Improvements. [GP/CP] This planned major project includes construction of new segments of Ekwil Street and Fowler Street to connect these streets in a direct alignment with Fairview Avenue and with a southern extension of South Kellogg Avenue, which extends north to Hollister Avenue at its interchange with SR-217. The intent of this project is to more efficiently collect existing and future traffic from the southern portion of the Old Town area and from the Santa Barbara Airport, and to divert a portion of trips having origins or destinations in this area away from a congested segment of Hollister Avenue in Old Town between Fairview Avenue and SR-217. Related purposes of this project are to improve safety for bicyclists and pedestrians along Hollister Avenue in Old Town and to help facilitate revitalization efforts in the Goleta Old Town Redevelopment Project Area.

Consistent. The proposed project would dedicate right of way for the extension of Ekwil Street, but the construction of Ekwil Street (and public improvements such as sidewalks along Pine Avenue and Ekwil Street, a Class II bikeway along Ekwil Street, and or trails along Old San Jose Creek) would be the subject of a future project. Any potential impacts to the site as a result of the Ekwil Street extension would be analyzed in the Ekwil Street extension project. Therefore, with conditions of approval, the proposed project would be consistent with this policy.

TE 9.1 Off-Street Parking. [GP/CP] The primary source of parking supply for new development of all types of uses within the city shall be off-street parking spaces that are provided on site within the development.

Consistent. See discussion under TE 9.5.

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

Consistent. See discussion under TE 9.5.

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

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

Consistent. This policy regulates parking. The project provides slightly more parking spaces than are required by the Zoning Ordinance. The provision of excessive parking is not encouraged by City policies. However, the proposed increase over minimum ordinance standards (218 spaces versus 170 required by ordinance) could be beneficial with regard to ensuring neighborhood compatibility, given the potential for anticipated new employees in the growing solar array field

Given the site's location in parking-constricted Goleta Old Town, and abutting a residential neighborhood, it is especially important that there is sufficient parking capacity on the project site to avoid spill-over of research and development related vehicles into the adjacent park's parking lot or onto residential streets. Project conditions require all exterior lighting, including parking areas, to utilize dark-sky fixtures. Overall parking lot layout, pedestrian walkways, landscaping and lighting are consistent with the parking area design standards. All of the project's parking spaces would be located within 500 feet of a project entrance.

TE 10.1 Pedestrian System Map. [GP] *Figure 7-5 depicts the various locations that are planned to serve as pedestrian pathways, including sidewalks within public street rights-of-way, trails, parks, open spaces, and beaches. The map identifies locations of proposed improvements to the pedestrian circulation system, particularly where there are missing links in the existing system as of 2005.*

Consistent. The project is conditioned to execute and deliver an Irrevocable Offer to Dedicate the right of way for the extension of Ekwil Street and contribute Goleta Transportation Improvement Fees to fund identified improvements to the area roadway network. The construction of Ekwil Street (and public improvements such as sidewalks along Pine Avenue and Ekwil Street, a Class II bikeway along Ekwil Street, and or trails along Old San Jose Creek) would be the subject of a future project. Any potential impacts to the site as a result of the Ekwil Street extension would be analyzed in the Ekwil Street extension project. The project would minimize increased traffic by providing bicycle storage facilities for employees and due to the site's location, the site is within easy walking or biking distance of shopping, restaurants, entertainment, recreational amenities, passive open space, and the coast. Therefore, the proposed project would be consistent with this policy.

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

Consistent. These policies encourage reduction in vehicle trips. The site is served by existing alternative transportation services. In addition, 20 indoor bicycle parking spaces are provided. The proposed project would dedicate right of way for the extension of Ekwil Street, but the construction of Ekwil Street (and public improvements such as sidewalks along Pine Avenue and Ekwil Street, a Class II bikeway along Ekwil Street, and or trails along Old San Jose Creek) would be the subject of a future project. Any potential impacts to the site as a result of the Ekwil Street extension would be analyzed in the Ekwil Street extension project. Therefore, the proposed project would be consistent with this policy.

TE 11.1 Bikeways Plan Map. [GP] *Figure 7-6 identifies the locations of planned Class I, II, and III dedicated bike paths and local streets that are intended to serve as bike routes. The bikeways plan is intended to establish safe, interconnected system of mobility needs of residents for nonmotorized transportation. The plan includes links with existing and proposed bicycle routes in adjacent jurisdictions to interconnect with the regional system of facilities.*

Consistent. The project is conditioned to execute and deliver and Irrevocable Offer to Dedicate the right of way for the extension of Ekwil Street and contribute Goleta Transportation Improvement Fees to fund identified improvements to the area roadway network. The construction of Ekwil Street (and public improvements such as sidewalks along Pine Avenue and Ekwil Street, a Class II bikeway along Ekwil Street, and or trails along Old San Jose Creek) would be the subject of a future project. Any potential impacts to the site as a result of the Ekwil Street extension would be analyzed in the Ekwil Street extension project. The project would minimize increased traffic by providing bicycle storage facilities for employees and due to the site's location, the site is within easy walking or biking distance of shopping, restaurants, entertainment, recreational amenities, passive open space, and the coast. Therefore, the proposed project would be consistent with this policy.

TE 13.3 Maintenance of LOS Standards. [GP] *New development shall only be allowed when and where such development can be adequately (as defined by the LOS standards in Policy TE 4) served by existing and/or planned transportation facilities. Transportation facilities are considered adequate if, at the time of development: a. Existing transportation facilities serving the development, including those to be constructed by the developer as part of the project, will result in meeting the adopted LOS standards set in Policy TE 4; or b. A binding financial commitment and agreement is in place to complete the necessary transportation system improvements (except for the planned new grade-*

separated freeway crossings), or to implement other strategies which will mitigate the project-specific impacts to an acceptable level, within 6 or fewer years; and c. Any additional offsite traffic mitigation measures are incorporated into the impact fee system for addressing cumulative transportation impacts of future development.

Consistent. The applicant submitted a traffic study prepared by ATE (October 2008). As indicated by the conclusions of the ATE traffic study for the project (and concurrence by Community Services staff regarding these conclusions), project-generated traffic would not trigger traffic thresholds or Circulation Element standards for roadways or intersections and local streets and highways can accommodate the traffic generated by the project. Community Services review and approval of the final project plans for the new access driveways will further ensure that the project will not result in traffic safety impacts. The project is conditioned to execute and deliver an Irrevocable Offer to Dedicate the right of way for the extension of Ekwil Street and contribute Goleta Transportation Improvement Fees to fund identified improvements to the area roadway network. The construction of Ekwil Street (and public improvements such as sidewalks along Pine Avenue and Ekwil Street, a Class II bikeway along Ekwil Street, and or trails along Old San Jose Creek) would be the subject of a future project. Any potential impacts to the site as a result of the Ekwil Street extension would be analyzed in the Ekwil Street extension project. The project would minimize increased traffic by providing bicycle storage facilities for employees and due to the site's location, the site is within easy walking or biking distance of shopping, restaurants, entertainment, recreational amenities, passive open space, and the coast. Therefore, the proposed project would be consistent with this policy.

TE 14.1 Traffic Impact Fees. [GP] *The City shall adopt a citywide traffic impact fee in accordance with the requirements of Assembly Bill 1600 to fund transportation improvements to mitigate the traffic impacts of new development. The impact fee study shall identify and be based on the estimated costs of construction of all transportation system improvements needed to ensure adequate levels of service system wide. Each new development project shall be charged a fee that represents its proportionate share of potential need for impacts on the facilities included in the fee system. The impact fee system may incorporate improvements made and fees collected by the City since its incorporation in 2002.*

Consistent. Per the City's Development Impact Fee Program, the applicant shall pay traffic impact mitigation fees to offset costs necessary to accommodate the development. Therefore, the proposed project, as conditioned, would be consistent with this policy.

Public Facilities Element

PF 2.1 Goleta Public Library. [GP] *The City should evaluate the present and future need for library services and prepare a long-term library development plan to address those needs in accord with the City's fiscal capacity. In making this evaluation, the City should evaluate the adequacy and location of the current site*

and facility and determine the appropriateness of expansion of the present facility or development of a satellite facility.

Consistent. Per the City's Development Impact Fee Program, the applicant shall pay library impact mitigation fees to offset costs necessary to accommodate the development. Therefore, the proposed project, as conditioned, would be consistent with this policy.

PF 3.1 Fire Protection Standards. [GP] *The Santa Barbara County Fire Department employs the following three standards with respect to provision of fire protection services: a. A firefighter-to-population ratio of one firefighter on duty 24 hours a day for every 2,000 in population is considered "ideal," although a countywide ratio (including rural areas) of one firefighter per 4,000 population is the absolute minimum standard. Considering the daytime population in Goleta due to employees and customers, all fire stations within Goleta fell short of this service standard as of 2005. b. A ratio of one engine company per 16,000 population, assuming four firefighters per station, represents the maximum population that the Santa Barbara County Fire Department has determined can be adequately served by a four-person crew. Fire stations 11 and 12 (see Table 8-1) did not satisfy this standard as of 2005. Currently, all three fire engines that serve Goleta are staffed with only three-person crews. The National Fire Protection Association (NFPA) guidelines state that engine companies shall be staffed with a minimum of four on-duty personnel. c. The third fire protection standard is a 5-minute response time in urban areas.*

Consistent. The proposed project site conforms to the 5 minute fire response time, and the City's engine company to population ratio conforms to the fire protection standards, but the City's ratio of firefighters to population ratio doesn't conform to the fire protection standards. Development Mitigation Impact Fees would be collected to reduce the project's contribution to cumulative fire impacts. Therefore, the proposed project, as conditioned, would be consistent with this policy.

PF 3.3 Impact Fees for Fire Protection Facilities/Equipment. [GP] *Construction of the new Fire Station 10 shall be funded in part by revenues from an impact fee imposed on new development within the city, as well as upon development in the nearby unincorporated areas. Such fees may also be imposed for upgrades of existing fire stations and for new fire apparatus.*

Consistent. See discussion above in PF 3.1.

PF 3.4 Fire Safety in New Development. [GP/CP] *The following fire safety standards shall be met, where applicable, in new development within the city: a. Two routes of ingress and egress shall be required for any new development or subdivision of land requiring approval of a discretionary action. This requirement may be waived by the City when secondary access cannot be provided and maintenance of fire safety standards are ensured by other means. d. Emergency access shall be a consideration in the siting and design of all new development.*

Consistent. The Fire Department has already conceptually reviewed and approved access to the site. Two routes of ingress and egress are provided. The Planning and Environmental Services requires a Building Division plan check for all new construction within the City. This plan check is inclusive of a mandatory Fire Protection Certificate (FPC) application to the Fire Department. The processing of the FPC will ensure that the project's fire prevention and response measures are in concurrence with all adopted fire codes. Therefore, the proposed project, as conditioned, would be consistent with this policy.

PF 3.6 Police Service Standards. [GP] The City shall strive to maintain the following service standards for police services: a. An average emergency response time of 5 minutes. b. An average nonemergency response time of 20 minutes.

Consistent. The proposed project site conforms to the average emergency police response time of 5 minute and the average nonemergency police response time of 20 minutes.

PF 3.8 Impact Fees for Police Facilities. [GP] The City shall continue to require a development impact fee to provide revenue to assist with funding capital facilities for police services.

Consistent. Per the City's Development Impact Fee Program, the applicant shall pay police impact mitigation fees to offset costs necessary to reduce the project's contribution to cumulative police impacts. Therefore, the proposed project, as conditioned, would be consistent with this policy.

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

Consistent. A representative of the City's Police Department participates in the City's Development Review Committee. Project plans have been reviewed by the Police Department, and the department had no comments on suggested improvements to the project for safety.

PF 5.7 School Impact Fees. [GP] Where school districts have adopted development impact fees to help finance provision of facilities, the City shall provide information regarding these impact fees to developers and builders. The City shall not issue a building permit for any development subject to such fees without documentation from the applicable district that its fees have been paid. The developer or builder shall be responsible for providing documentation to the City that school impact fees have been paid.

Consistent. As a part of the City's Building Division plan check, the school board is notified of the project, and they assess and collect Development Mitigation Impact Fees

to reduce the project's contribution to cumulative school impacts. Therefore, the proposed project would be consistent with this policy.

PF 6.2 Undergrounding of Overhead Utilities. [GP] *The City shall encourage the undergrounding of electrical power lines and other overhead utilities to the greatest extent practical, as follows: a. The City shall pursue funding opportunities to underground existing overhead utilities, including SCE's dedicated underground funding ("Rule 20A/20B"), private funding, and assessment districts. The City shall establish priorities for locations for potential undergrounding projects. b. To the extent practicable, all utilities shall be required to be placed underground in new development (see related VH 4.14).*

Consistent. Any new utility lines proposed with this project would be installed underground. Therefore, the project is consistent with this policy.

PF 9.1 Integration of Land Use and Public Facilities Planning [GP/CP] *The Land Use Plan and actions on individual development applications shall be consistent with the existing or planned capacities of necessary supporting public facilities and the fiscal capacity of the City to finance new facilities. a. The City shall integrate its land use and public works planning activities with an ongoing program of long-range financial planning to ensure that the City's Land Use Plan is supported by quality public facilities. b. Individual land use decisions, including but not limited to General Plan amendments, shall be based on a finding that any proposed development can be supported by adequate public facilities.*

Consistent. The project would be within an existing Business Park land use designation. The project, as conditioned, would not result in a change to the adequacy of public facilities.

PF 9.7 Essential Services for New Development [GP/CP] *Development shall be allowed only when and where all essential utility services are adequate in accord with the service standards of their providers and only when and where such development can be adequately served by essential utilities without reducing levels of service below the level of service guidelines elsewhere: a. Domestic water service, sanitary sewer service, stormwater management facilities, streets, fire services, schools, and parks shall be considered essential for supporting new development. b. A development shall not be approved if it causes the level of service of an essential utility service to decline below the standards referenced above unless improvements to mitigate the impacts are made concurrent with the development for the purposes of this policy. "Concurrent with the development" shall mean that improvements are in place at the time of the development or that a financial commitment is in place to complete the improvements. c. If adequate essential utility services are currently unavailable and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop.*

Consistent. This policy is intended to ensure that new development is coordinated with the availability and/or provision of adequate public facilities and infrastructure to adequately serve it. Project conditions require a Can and Will Serve letter from the

Goleta Water District to confirm that additional water can and will be provided for the project prior to land use permits for development to ensure adequate water supplies will be available to serve the project. A Can and Will Serve letter is also required from the Goleta Sanitary District prior to land use permits to ensure adequate sewage treatment capacity will remain available to accommodate wastewater volumes for the project. Services are already available from other local utility service providers. The project circulation design allows for emergency vehicle access to the site and the site is located in adequate proximity to both fire and police services. As conditioned, the proposed project would be consistent with these policies.

Noise Element

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

Consistent. The project would be within an existing Business Park land use designation. New and existing HVAC equipment and other commercial/industrial equipment shall be kept in proper working order and or noise shielding/insulation will be required to keep levels at acceptable levels. Construction noise is conditioned to be limited through properly maintained sound-control devices and the implementation of additional noise mitigation measures for stationary construction equipment. Therefore, the proposed project, as conditioned, would be consistent with this policy.

NE 1.5 Acceptable Noise Levels. [GP] *New construction and substantial alterations of existing construction shall include appropriate noise insulation measures (such as insulation, glazing, and other sound attenuation measures) so that such construction or renovations comply with state and building code standards for allowable interior noise levels. The intent of this policy is to require improved soundproofing for both noise receivers and sources.*

Consistent. As a part of the City's Building Division plan check, noise insulation measures compliant with state and building code standards for allowable interior noise will be required. Therefore, the proposed project, as conditioned, would be consistent with this policy.

NE 5.1 New, Expanded, or Upgraded Stationary Noise Sources. [GP] *The City shall require proposals for new stationary sources or expansions or alterations of use for an existing stationary source to include appropriate noise mitigation measures. Retrofits and facility upgrades under the permitting jurisdiction of the City should ensure that noise levels are reduced, particularly for sources that impact adjacent sensitive receivers.*

Consistent. See discussion above in PF 1.1.

NE 5.2 Equipment Maintenance. [GP] *The City shall require that new and existing heating, ventilation, and air conditioning equipment and other commercial/industrial equipment be adequately maintained in proper working order so that noise levels emitted by such equipment remain minimal. The City shall also require noise shielding or insulation for such equipment if operation of the equipment results in objectionable noise levels at adjacent properties.*

Consistent. See discussion above in PF 1.1.

NE 5.4 Noise Barriers for Industrial/Commercial Sources. [GP] *Absorptive types of noise barriers or walls should be used to reduce noise levels generated by industrial and certain heavy commercial uses. To be considered effective, the noise barrier should provide at least a 5-dBA-CNEL noise reduction.*

Consistent. See discussion above in PF 1.1.

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

Consistent. The project would include a condition of approval specifying work hours and days. Per the City's standard conditions of approval, construction would be limited to Monday through Friday, 8:00 a.m. to 5:00 p.m. No construction shall occur on State holidays. Therefore, the proposed project, as conditioned, would be consistent with this policy.

NE 6.5 Other Measures to Reduce Construction Noise [GP] *The following measures shall be incorporated into grading and building plan specifications to reduce the impact of construction noise: a. All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system. b. Contractors shall implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction equipment, shutting off idling equipment, and installing*

acoustic barriers around significant sources of stationary construction noise. c. To the extent practicable, adequate buffers shall be maintained between noise-generating machinery or equipment and any sensitive receivers. The buffer should ensure that noise at the receiver site does not exceed 65 dBA CNEL. For equipment that produces a noise level of 95 dBA at 50 feet, a buffer of 1600 feet is required for attenuation of sound levels to 65 dBA.

Consistent. These policies are intended to ensure that new development is not exposed to unacceptable noise levels for the type and nature of the use involved. The project has been conditioned to include the measures in this policy.

NE 7.1 Control of Noise. [GP] *The City shall require that primary emphasis on the control of noise be accomplished at the source by reducing the intensity of the noise generated or through appropriate placement of noisy components of a project or use. Secondary emphasis should be through site design of receiver sites and noise attenuation and insulation measures.*

Consistent. The DRB in their review shall review placement of mechanical equipment and noise attenuation and insulation measures through shielding, architectural techniques, and landscaping. Therefore, the proposed project, as conditioned, would be consistent with this policy.

NE 7.2 Site-Design Techniques. [GP] *The City encourages the inclusion of site-design techniques for new construction that will minimize noise exposure impacts. These techniques shall include building placement, landscaped setbacks, and siting of more noise-tolerant components (parking, utility areas, and maintenance facilities) between noise sources and sensitive receptor areas.*

Consistent. See discussion above in NE 7.1.

NE 7.3 Architectural Techniques. [GP] *The City shall encourage the use of architectural techniques to meet noise attenuation requirements. Such techniques include: a) using noise-tolerant rooms such as garages, kitchens, and bedrooms to shield noise-sensitive rooms such as bedrooms and family rooms and b) using building façade materials that help shield noise.*

Consistent. See discussion above in NE 7.1.

Housing Element

HE 3.2 Mitigation of Employee Housing Impacts from Nonresidential Uses. [GP] *Housing needs of local workers are an important factor for the City when reviewing nonresidential development proposals. The City shall require proposed new nonresidential development and proposed expansion or intensification of existing nonresidential development to contribute to the provision of affordable employee housing. The proposed amount of floor area and type of nonresidential use shall be factors in establishing the requirement for individual projects.*

- *Alternatives to satisfy this requirement may, at the discretion of the City, include payment of “in-lieu” housing impact fees, provision of housing on-site, housing assistance as part of employee benefit packages, or other alternatives of similar value.*

Consistency Determination to be made by City Council. At this time, the City has not yet developed a program for assessment of affordable housing impact fees on new non-residential development. Therefore, applicability of this policy and any determination of consistency would be a policy decision of the City Council at the time of the hearing before the Council.

ATTACHMENT 4

ZONING ORDINANCE CONSISTENCY ANALYSIS

**TOWBES/ATK SPACE SYSTEMS PROJECT
ZONING ORDINANCE CONSISTENCY ANALYSIS
08-157-DP RV 01**

	Required	Proposed	Consistent Y/N
Front Yard Setback (West)	80 feet from the centerline of Pine Avenue and 50 feet from the right-of-way line	Building: 73.5 feet from Centerline 51 feet from right-of-way Parking: 35.5 feet from Centerline 13 feet from right-of-way	Yes subject to approval of modification
Secondary Front Yard Setback (North)	80 feet from the centerline of (proposed) Ekwill Street and 50 feet from the right-of-way line	Building: 72 feet from Centerline 42 feet from right-of-way Parking: 35 feet from Centerline 5 feet from right-of-way	Yes subject to approval of modification
Side Yard Setback (South)	10 feet	Building: 35.4 feet Parking: 10 feet	Yes
Rear Yard Setback (East)	10 feet	Building: 31.4 feet Parking: 5 feet	Yes subject to approval of modification
Building Coverage	35% of the net area	31.7%	Yes
Building Height	35 feet	35 feet	Yes
Parking spaces	170 spaces	218 spaces	Yes
Loading Zones	3 loading zones	3 loading zones	Yes
Internal Drive Aisle	Ordinance ranges between 30-60.5 feet wide Fire Department requires 20-foot minimum aisle width	Respective aisle widths between 30-60.5 feet are proposed All interior drive aisles, with the exception of an existing 16.5-foot aisle, are 20 feet wide	Yes, legal non-conforming
Landscaping Coverage	30% of the net area	16.5	Yes subject to approval of modification
Landscaping	All ends of parking lanes shall have landscaped islands.	All parking lanes have landscaped islands	Yes

	Required	Proposed	Consistent Y/N
Storage (trash)	Areas for trash or outdoor storage shall be enclosed and screened in to conceal all trash or stored material from public view	Trash and recycling screened enclosure proposed	Yes

The proposed project is consistent with the above requirements of Article III, Chapter 35, Inland Zoning Ordinance subject to approval of setback and landscaping coverage modifications.

ATTACHMENT 5

PROJECT PLANS