

ATTACHMENT 2

**WESTAR CONCEPTUAL SITE PLAN
(11 x 17 REDUCTION)**

Site Summary

Site area ±23.5 ac
 Residential area ±15.0 ac
 Retail area ±8.5 ac

Residential Summary

Total Units 300
 Density ±20.0 du/ac
 561 total parking spaces provided*
 Approximately 41%* Open space

Retail Summary

Total Retail ±88,500 sf
 322 total parking spaces provided*

* Meets minimum requirements

Paseo/Open Space

- Shade structure
- Meandering walk
- Bench seating

Enhanced Walkability

- Thematic Garden
- Extensive paseo system
- Shade structure
- Meandering walk
- Bench seating

Portal

- Pedestrian connection to retail

Covered Parking

Secondary Residential Entry

Courtyard

- Connection to community
- Accent planting
- Gathering space

Courtyard

- Outdoor dining
- Gathering space

Entry Monument

Main Entry

- Traffic Signal

Thematic Shade Structure

Pocket Park

- Tot lot
- Half court basketball
- Shade structure
- Bench seating

Paseo/Open Space

- Gazebo/shade structure
- Community strolling garden
- Bench seating

Potential Parking

Low Wall/Decorative Element

Linear Park

- Meandering walkway
- Thematic decorative elements
- Bench seating

Recreation Center

- Swimming pool and spa
- BBQ
- Cabanas
- Open green

Primary Residential Entry

Community Gathering Space

- Enhanced Paving
- Thematic Entry Walls
- Water Feature
- Accent Trees

Thematic Community Oak Trees



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Goleta Mixed Use Village
 Goleta, CA
 Westar Associates



WILLIAM HEZMALHALCH
 ARCHITECTS, INC.
 2008273 - 03-30-09

Typical Carport

Internal Perimeter Road
 • Minimizes impact of Highway 101 on residential units

Three Story Apartment

Recreation Area
 • Centralized location for residents
 • Provides focal point for primary entry and secondary entries.
 • Creates an entry statement and clear delineation between the commercial and residential uses.
 • Sales/Rental Center location.

Secondary Residential Entry

Plaza
 • Integrates and celebrates mix of land uses.
 • Encourages linkage between the uses.

Seating Plaza

Secondary Entry
 • Provides access for loading docks
 • Secondary entry for residents

Traffic Signal at Intersection

HIGHWAY 101

Linear Park

Potential Parking along Glen Annie Rd.

Two Story Architecture

Primary Residential Entry

Secondary Community Entry
 • Allows for adjacent residential property to have requested access to Hollister.
 • Provides direct access for residents into residential parcel

Future Flight Path Protection Zone

Existing Office

LEGEND:
 2 Story Architecture
 Carport

NOTES
 1. SITE PLAN IS FOR CONCEPTUAL PURPOSES ONLY.
 2. SITE PLAN MUST BE REVIEWED BY PLANNING BUILDING & FIRE DEPARTMENT FOR CODE COMPLIANCE.
 3. BASE INFORMATION PER CIVIL ENGINEER.
 4. CIVIL ENGINEER TO VERIFY ALL SETBACKS AND GRADING INFORMATION.
 5. BUILDING FOOTPRINTS MAY CHANGE DUE TO THE FINAL DESIGN ELEVATION STUDY.
 6. OPEN SPACE AREA IS SUBJECT TO CHANGE DUE TO THE BALCONY DESIGN OF THE ELEVATION.
 7. BUILDING SETBACKS ARE MEASURED FROM PROPERTY LINES TO BUILDING FOUNDATION LINES.

Apartment Unit Summary :

Plan 1 637 S.F., 1 Bdrm, 1 Bath	102 Units
Plan 2 863 S.F., 2 Bdrm, 2 Bath	54 Units
Plan 3 883 S.F., 2 Bdrm, 2 Bath	34 Units
Plan 4 903 S.F., 2 Bdrm, 2 Bath	54 Units
Plan 5 1,057 S.F., 2 Bdrm, 2 Bath Garage Access	35 Units
Plan 6 1,147 S.F., 2 Bdrm, 2 Bath Garage Access	21 Units

Residential Project Summary:
 Total Site Area: 23.5 Acres ±
 Residential Area: 15.0 Acres ±
 Total Units: 300 Homes
 Density: 20.0 Homes/Acre ±

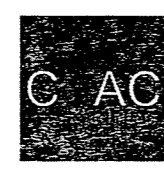
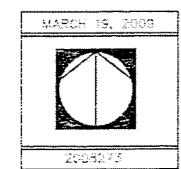
Residential Parking Summary:
 Total Spaces Required: 558 Spaces (1.86 sp/du)
 Residents: 498 Spaces
 Visitor: 60 Spaces
 Total Spaces Provided: 561 Spaces (1.87 sp/du)
 Garages: 245 Spaces
 Carports: 64 Spaces
 Open: 252 Spaces

Retail Project Summary:
 Total Retail SF: 88,500 SF ±
 Major A: 3,200 s.f.
 Major B: 25,000 s.f.
 Retail C: 3,000 s.f.
 Retail D: 5,000 s.f.
 Retail E: 6,000 s.f.
 Major F: 15,000 s.f.
 Retail G: 13,800 s.f.
 Pad 1: 7,500 s.f.
 Pad 2: 10,000 s.f.
 Retail Parking Summary:
 Total Spaces Required: 238 Spaces
 Total Spaces Provided: 322 Spaces (3.64 sp/1000 sf)

	RESIDENTIAL ZONING ANALYSIS	
	ALLOWED	PROVIDED
• GENERAL PLAN	Medium Density	Medium Density
• ZONING	Retail Commercial	RD-20
• LOT AREA	20 Du/ Ac.	20 Du/ Ac.
• BUILDING SEPARATIONS 19.100-19	- Side to Side - Front to Front - Side to Front	20' Min. per C.B.C. Per CBC Per CBC
• BUILDING HEIGHT:	35' N.A.	37' 2 & 3 Stories
• SETBACKS:	- Front: 20' to R.O.W. - Interior Side: 10' - Rear: 10'	N.A. Per City Approval N.A. Per City Approval N.A. Per City Approval
• MINIMUM FLOOR AREA:	-	637 s.f.
• PARKING REQUIREMENTS:	- One Bedroom: 1 Space per Du. (102 spaces req.) - Two Bedroom: 2 Spaces per Du. (204 spaces req.) - Three Bedroom: 2.5 Spaces per Du. (N.A.) - Guest: 1 Space per 5 Du. (60 spaces req.) - Handicap: -	558 Spaces Required 561 Spaces Provided
• PARKING SIZE:	Standard: 8.5x16.5	9x18
• PARKING ACCESS (19.500.020):	- Aisle Width: 28.5'	28.5'
• OPEN SPACE:	- Common Area: 40% - Private: -	43%
• BUILDING COVERAGE:	30%	-
• AMENITY REQUIREMENTS:	-	-
• LANDSCAPE REQUIREMENTS:	40%	-



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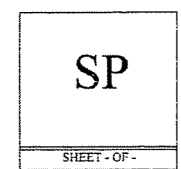


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CONCEPTUAL SITE PLAN
 GOLETA MIXED USE
 GOLETA, CALIFORNIA
 WESTAR ASSOCIATES



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ATTACHMENT 3
APPLICABLE GENERAL PLAN POLICIES

Land Use Element

- LU 1.6 Retail and Other Commercial Centers. [GP/CP]** The priority for commercial uses, including large regional commercial centers, shall be for the types that will meet local needs and those that provide goods and services not now available in the city. Goleta's retail areas shall be designed to serve as community focal points and shall include appropriate outdoor gathering places. Retail and other commercial centers shall provide high levels of maintenance and upkeep to assure their quality appearance. *(Amended by Reso. 08-30, 6/17/08)*
- 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.
- 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. *(Amended by Reso. 08-30, 6/17/08)*
- LU 1.10 Multifamily Residential Development. [GP/CP]** The Medium- and High-Density Multifamily designations shall provide appropriate locations for multifamily dwellings as well as allow development standards that enable creativity and diversity in design while protecting health and safety. The use categories differ in terms of maximum permitted densities allowed, but each designation shall permit a range of housing types, including detached units, attached townhouses, and garden apartments. All multifamily developments shall be required to provide or ensure:
- LU 2.6 Medium-Density Residential (R-MD). [GP/CP]** This use category permits multifamily housing and accessory uses customarily associated with residences. Development may also include attached and detached single-family dwellings and duplex structures. Medium-density areas may also function as a transition between business uses and single-family residential neighborhoods. This designation is intended to provide for development of residential units at densities of up to 20.0 units per acre and is applied to the "affordable housing opportunity" sites identified in the Housing Element. In order to achieve efficient use of a limited supply of land designated in this use category, the minimum density permitted shall be 15.0 units per acre, except where site-specific constraints are determined to limit development to fewer units. Assuming an average household size of 2.0 to 3.0 persons, the range of population densities allowed in this use category is between 26.0 persons per acre and 60.0 persons per acre.

**LAND USE ELEMENT TABLE 2-2
ALLOWABLE USES AND STANDARDS FOR COMMERCIAL USE CATEGORIES**

Allowed Uses and Standards	Commercial Use Categories					
	C-R	C-C	C-OT	C-VS	C-I	C-G
Retail Trade						
Large-Scale Retail Establishments	X	X	-	-	-	-
General Merchandise	X	X	X	-	-	X
Food and Drug Stores	X	X	X	-	X	X
Apparel and Specialty Stores	X	X	X	-	-	X
Building/Landscape Materials and Equipment	X	X	X	-	-	X
Eating and Drinking Establishments	X	X	X	X	X	X
Other Retail Trade Establishments	X	X	X	X	-	X
Coastal-Related Commercial	X	X	X	X	-	-
Services (Including Offices)						
Finance, Insurance, and Real Estate	X	X	X	-	-	X
Personal Services	X	X	X	-	-	X
Business Services	-	X	X	-	-	X
Information Technology Services	-	-	-	-	-	X
Professional Services	-	X	X	-	-	X
Medical and Health-Related Services	X	X	X	-	-	-
Educational Services	-	-	X	-	-	X
Entertainment and Recreation Services	X	X	X	X	-	-
Building and Construction Services	-	-	-	-	-	X
Other Services	X	X	X	X	X	X
Transient Lodging and Services						
Resorts	-	-	-	X	-	-
Hotels, Motels, Bed and Breakfast Inns	X	X	X	X	-	-
RV Parks	-	-	X	X	-	X
Other Visitor Services and Attractions	-	-	-	X	-	X
Auto-Related Uses						
Retail – Automotive Sales and Rentals	-	-	X	-	-	X
Auto Repair and Painting	-	-	-	-	-	X
Auto Wrecking Yard/Junk Yard	-	-	-	-	-	X
Auto Service (Gas) Station	X	-	X	-	X	X
Car Wash	-	X	X	-	X	X
Wholesale Trade and Storage						
General Wholesale Trade	-	-	-	-	-	X
Warehousing – General	-	-	-	-	-	X
Warehousing – Self-Storage	-	-	-	-	-	X
Outdoor Storage	-	-	-	-	-	X
Residential Uses						
Residential Units	-	X	X	-	-	-
One Caretaker Unit	X	X	X	X	-	X
Assisted-Living Residential Units	-	-	-	-	-	X
Other Uses						
Religious Institutions	-	X	X	-	-	X
Public and Quasi-public Uses	X	X	X	-	X	X
Wireless Communications/Telecommunications	X	X	X	X	X	X
Standards for Density and Building Intensity						
<i>Recommended Standards for Density</i>						
Maximum Residential Density	N/A	12/acre	20/acre	N/A	N/A	20/acre
<i>Recommended Standards for Building Intensity</i>						
Maximum FAR	0.35	0.40	0.60	0.25	0.40	0.40
Maximum Structure Height	35 feet	25 feet	30 feet	35 feet	25 feet	35 feet
Maximum Lot Coverage Ratio	N/A	N/A	N/A	N/A	N/A	N/A
Minimum Open Space Ratio	N/A	N/A	N/A	0.40	N/A	N/A
Minimum Lot Size	size in 2005	size in 2005	size in 2005	size in 2005	size in 2005	10,000 s.f.
Notes: 1. Use Categories: C-R – Regional Commercial; C-C – Community Commercial; C-OT – Old Town Commercial; C-VS – Visitor Commercial; C-I – Intersection; Commercial; C-G – General Commercial. 2. X indicates use is allowed in the use category; – indicates use not allowed. 3. General Note: Some uses requiring approval of a conditional use permit are as set forth in text policies, and others are specified in the zoning code. 4. Wholesale trade is permitted within the C-R use category, provided that it is an integral part of a retail trade use. 5. 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. 6. N/A = Not applicable. (Amended by Reso. 08-30, 6/17/08)						

Open Space Element

- OS 6.2 Equitable Distribution of Park Facilities. [GP]** To the extent feasible, park and recreation facilities shall be equitably distributed throughout the city to serve the various neighborhoods and all socioeconomic segments of the city's population. Particular emphasis shall be placed on provision of new park and recreation facilities in areas that were underserved as of 2005 and in areas of the city that are designated for new residential use and development in the future. These areas include, but are not limited to, the Goleta Old Town (Old Town) and the Mid-Hollister areas. The distribution of existing and planned future public park and recreation facilities and public open space areas is shown on Figure 3-2, and information about each site is summarized in Table 3-1.
- OS 6.5 Neighborhood Open Space. [GP]** Neighborhood open space areas integrate natural features such as trees, riparian corridors, and varied undeveloped landscape with the adjacent neighborhoods. The following standards apply to neighborhood open space areas:
- a. Primary emphasis is placed on protection of the natural resource, with limited passive recreation activities such as trails. Accordingly, the locations of these facilities are based upon the presence of natural resources rather than accessibility to a service area.
 - b. The typical size is variable and is based upon the physical extent of the natural resource area.
 - c. Neighborhood open space areas should be made accessible to the surrounding neighborhood population through safe pedestrian and bicycle access, where feasible and appropriate. Onsite parking facilities are not appropriate in neighborhood open space areas.
 - d. Typical facilities provided in neighborhood open space areas are limited to space for quiet or passive recreational activities. Structural or land improvements, other than dirt trails and resting areas, shall be avoided in these areas. Some neighborhood open space areas may integrate with a small neighborhood park (as described above), usually consisting of a small playground or similar active area. Restrooms and facilities for more intensive, active forms of recreation are not appropriate improvements in neighborhood open space areas.

Conservation Element

- 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.
- 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.

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 nonpoint sources to the maximum extent feasible consistent with the requirements and standards of the Central Coast Regional Water Quality Control Board. Postconstruction 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. *(Amended by Reso. 08-06, 2/19/08)*

CE 13.1 Energy Efficiency in Existing and New Residential Development. [GP] The City shall promote the following practices in existing and new residential construction:

- a. Retrofitting of existing residential structures to reduce energy consumption and costs to owners and tenants is encouraged. These retrofits may include: increased insulation, weather stripping, caulking of windows and doors, low-flow showerheads, and other similar improvements. Master metering is discouraged, and conversions to individual metering where practicable is preferred.
- b. The City shall enforce the state's residential energy conservation building standards set forth in Title 24 through its plan check and building permit issuance processes.
- c. New residential development and additions to existing homes shall be designed to provide a maximum solar orientation when appropriate, and shall not adversely affect the solar access of adjacent residential

structures. Use of solar water heating systems, operational skylights, passive solar heating, and waste heat recovery systems is encouraged.

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.
- b. The City shall enforce the state's residential energy conservation building standards set forth in Title 24 through its plan check and building permit issuance processes.
- 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.

CE 13.3 Use of Renewable Energy Sources. [GP] For new projects, the City encourages the incorporation of renewable energy sources. Consideration shall be given to incorporation of renewable energy sources that do not have adverse effects on the environment or on any adjacent residential uses. The following considerations shall apply:

- a. Solar access shall be protected in accordance with the state Solar Rights Act (AB 2473). South wall and rooftop access should be achievable in low-density residential areas, while rooftop access should be possible in other areas.
- b. New development shall not impair the performance of existing solar energy systems. Compensatory or mitigation measures may be considered in instances where there is no reasonable alternative.
- c. Alternative energy sources are encouraged, provided that the technology does not contribute to noise, visual, air quality, or other potential impacts on nearby uses and neighborhoods.

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.

CE 15.4 Waste Reduction and Recycling. [GP] The City shall promote waste reduction and recycling programs for residences and businesses, encourage commercial composting and education programs, recycle public green waste materials for mulch and compost, reuse removed trees for lumber when possible, and implement waste and recycling standards for all new developments and remodels.

Visual and Historic Resources Element

VH 1.1 Scenic Resources. [GP/CP] An essential aspect of Goleta's character is derived from the various scenic resources within and around the city. Views of these resources from public and private areas contribute to the overall attractiveness of the city and the quality of life enjoyed by its residents, visitors, and workforce. The City shall support the protection and preservation of the following scenic resources:

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

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

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

- m. Establish setbacks along major roadways to help protect views and create an attractive scenic corridor. On flat sites, step the heights of buildings so that the height of building elements is lower close to the street and increases with distance from the street. *(Amended by Reso. 08-30, 6/17/08)*

- VH 3.1 Community Design Character. [GP]** The visual character of Goleta is derived from the natural landscape and the built environment. The city's agricultural heritage, open spaces, views of natural features, established low-density residential neighborhoods, and small-scale development with few visually prominent buildings contribute to this character. Residential, commercial, and industrial development should acknowledge and respect the desired aspects of Goleta's visual character and make a positive contribution to the city through exemplary design.
- VH 3.2 Neighborhood Identity. [GP]** The unique qualities and character of each neighborhood shall be preserved and strengthened. Neighborhood context and scale shall be maintained. New development shall be compatible with existing architectural styles of adjacent development, except where poor quality design exists.
- VH 3.3 Site Design. [GP]** The city's visual character shall be enhanced through appropriate site design. Site plans shall provide for buildings, structures, and uses that are subordinate to the natural topography, existing vegetation, and drainage courses; adequate landscaping; adequate vehicular circulation and parking; adequate pedestrian circulation; and provision and/or maintenance of solar access.
- VH 3.4 Building Design. [GP]** The city's visual character shall be enhanced through development of structures that are appropriate in scale and orientation and that use high quality, durable materials. Structures shall incorporate architectural styles, landscaping, and amenities that are compatible with and complement surrounding development.
- 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.
- VH 3.6 Public Spaces. [GP]** The city's visual character shall be enhanced by creating well-defined community outdoor gathering places that incorporate focal points such as parks, fountains, public art, and/or landscape features. Small public open spaces should be provided in each neighborhood either through acquisition in existing neighborhoods or by design in new neighborhood developments in order to establish community focal points.
- VH 4.4 Multifamily Residential Areas. [GP]** In addition to the items listed in VH 4.3, the following standards shall be applicable to multifamily residential development (see LU 1.9 and LU 2.3):
 - a. Roof lines should be varied to create visual interest.

- b. Large building masses should be avoided, and where feasible, several smaller buildings are encouraged rather than one large structure. Multiple structures should be clustered to maximize open space.
- c. Multifamily residential developments shall include common open space that is appropriately located, is functional, and provides amenities for different age groups.
- d. Where multifamily developments are located next to less dense existing residential development, open space should provide a buffer along the perimeter.
- e. Individual units shall be distinguishable from each other. Long continuous wall planes and parking corridors shall be avoided. Three-dimensional façades are encouraged.
- f. Extensive landscaping is encouraged to soften building edges and provide a transition between adjacent properties.
- g. Storage areas for recycling and trash shall be covered and conveniently located for all residents and screened with landscaping or walls.
- h. Safe and aesthetically pleasing pedestrian access that is physically separated from vehicular access shall be provided in all new residential developments whenever feasible. Transitional spaces, including landscape or hardscape elements, should be provided from the pedestrian access to the main entrance. Main entrances should not open directly onto driveways or streets. Safe bicycle access should be considered in all residential developments.

VH 4.5 Retail Commercial Areas. [GP] The following standards shall be applicable to retail commercial development:

- a. Buildings and structures shall be designed to be compatible with adjacent development relative to size, bulk, and scale.
- b. Where appropriate, buildings should be sited at or near the front setback line to project a desirable architectural image contiguous to the street and to promote pedestrian access.
- c. Quality architectural design shall be maintained through the use of detailing and high quality, durable materials. Blank wall planes shall be avoided.
- d. Safe, convenient pedestrian and bicycle access shall be provided and encouraged via continuous sidewalks; bike lanes; and sufficient, secure, and protected bicycle parking. Landscaping should be used where possible to buffer pedestrians and cyclists from traffic. Where feasible, other pedestrian amenities such as outdoor seating shall be provided.
- e. Commercial displays, outdoor dining, and outdoor shopping cart storage shall not encroach into pedestrian accessways.
- f. Shopping cart returns should be conveniently located and screened.

- 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. Landscaping, including canopy trees, shall be used extensively to unify the structural development, reinforce the pedestrian scale, minimize heat and glare from pavement, and break up expanses of parking.
- i. Shared vehicular access shall be considered to minimize the number of driveways and curb cuts.
- j. Where appropriate, parking lots should be located behind, beside, or beneath buildings to minimize visibility. Where buildings do not screen parking, landscaping, berms, or low walls shall be used to screen cars from adjacent roadways and other developments.
- k. Parking lots should provide adequate space for maneuverability and safety. Angled parking spaces are encouraged rather than 90-degree parking stalls to increase visibility for drivers and pedestrians.
- l. Loading areas and recycling and trash facilities shall be easily accessed and shall be screened from view with landscaping, fencing, or walls. Adjacent uses shall be considered when such areas are sited.
- m. Roof mounted equipment shall be screened and considered as part of the structure for height calculations.

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 offstreet parking areas.

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.

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.

VH 4.15 Site-Specific Visual Assessments. [GP] The use of story poles, physical or software-based models, photo-realistic visual simulations, perspectives, photographs, or other tools shall be required, when appropriate, to evaluate the visual effects of proposed development and demonstrate visual compatibility and impacts on scenic views.

VH 5.4 Preservation of Historic Resources. [GP] Historic resources and the heritage they represent shall be protected, preserved, and enhanced to the fullest extent feasible. The City shall recognize, preserve and rehabilitate publicly owned historic resources and provide incentive programs to encourage the designation, protection, and preservation of privately owned historic resources. Various incentives or benefits to the property owner shall be considered, such as direct financial assistance, reduced permitting fees to upgrade structures, flexibility with regard to allowed uses, compliance with the State Historic Building Code rather than the Uniform Building Code, façade conservation easements, identification of grant sources, provision of information regarding rehabilitation loan financing, and tax advantages.

VH 5.5 Alterations to Historic Resources. [GP] Any proposed alterations to historic resources shall be subject to a Phase 1 and/or Phase 2 historical study. Any alterations deemed acceptable that may affect the historical integrity of a historic site or structure shall respect the character of the building and its setting and maintain architectural consistency with the original site or structure. Such proposals may require an evaluation from a cultural resources professional or landmarks commission and/or design review prior to approval. To encourage rehabilitation, maintenance, and sensitivity in additions and remodels, the City shall support adaptive reuse of historic sites and structures and may consider allowing for flexibility when applying zoning regulations that retain or promote the historical significance.

VH 5.6 Demolition of Historic Structures. [GP] Structures proposed for demolition shall be subject to a Phase 1 and/or Phase 2 historical study. If a structure or site is determined important to the city's heritage, preservation or relocation shall be pursued before demolition. In the event preservation or relocation is not feasible and/or demolition is deemed acceptable, the Phase 1 and/or Phase 2 historical study shall identify appropriate mitigation measures, which may include but not be limited to the following:

- a. Provide public notice of the availability of the structure through advertisements or other means.

Visual Assessments

Visual assessments are intended to help evaluate proposed projects regarding size, bulk, and scale in relation to immediate surroundings and/or effects on views. Examples of tools for visual assessments include:

- Story poles.
- Physical or software-based models.
- Video or photo simulations.
- Perspective drawings.

Story poles are a preferred visual assessment method. Story poles help depict the silhouette and elevations of a proposed building or addition to an existing building. Story poles are typically erected at all corners of a proposed structure and at roof ridges to show a structure's scale and roof and/or deck height elevations. Netting or brightly colored tape may be used to connect the story poles to depict the entire silhouette.

- b. Salvage and reuse building elements that have value and may be irreplaceable such as cornices, columns, mantels, doors, hardware, and lighting fixtures.
- c. Video- and photo-document the structure and its setting using archival quality materials.

VH 5.7 New Construction. [GP] Development approved in proximity to an identified historic resource shall respect and be aesthetically compatible with the structures or sites in terms of scale, materials, and character.

VH 5.9 Coordination with Other Organizations. [GP] The City shall coordinate with organizations such as the Goleta Valley Historical Society and Goleta Valley Beautiful to help foster community pride through identification, aesthetic improvement, and qualification of historic resources for designation.

**VISUAL AND HISTORIC ELEMENT TABLE 6-1 (PARTIAL)
LIST OF HISTORIC RESOURCES**

Map#	Address	Street	Name	Year Built, Period or Description	APN	Source
45		Hollister Ave	Union Pacific Railroad	Late 1880s	073-030-020	B
Sources codes: A: Goleta Valley Historical Society 2005 B: Santa Barbara County Planning and Development Goleta Literary Background Binder for Historical Resources, October 2002 C: Santa Barbara Historical Landmarks Advisory Commission, March 2004 D: Santa Barbara County Planning and Development, Goleta Old Town Revitalization Plan, Final Historical Resources Study, January 1997 E: Santa Barbara County Planning and Development, Preservation Planning Associates, Draft Update of Goleta Land Use Plan, June 1990 F: Historic Resources Report, Post/Hazeltine Associates, April 2004 G: Historic Structure Report, Carole A. Denardo, M.A., October 2004 H: Goleta City Council, Special Planning Agency Meeting, August 22, 2005						

Transportation Element

Policy TE 7: Public Transit (Bus Transportation) [GP/CP]

Objectives: *To support the efforts by MTD and other transit providers to sustain and expand the bus transit system to serve the needs of local and regional commuters, the transit-dependent population, and other users in a convenient, reliable, and efficient manner. To increase bus ridership levels in order to reduce peak-period automobile trips on area roadways.*

TE 7.1 Transit Network. [GP/CP] The existing (2005) bus route network is shown in Figure 7-4, along with certain proposed future facility improvements. The City supports efforts by MTD and other transit providers to develop and maintain convenient, efficient, and reliable bus transit services in the city and in the Goleta Valley area.

TE 7.2 Linkage between Transit Services and Land Use. [GP/CP] The City shall work with MTD and other transit providers to ensure that local transit routes within the city offer convenient, reliable, and efficient service to meet the needs of the following uses:

- a. Goleta Valley Cottage Hospital and nearby medical facilities.
- b. Schools, (especially high schools and middle schools), but also including day care and after-school programs.
- c. UCSB.
- d. Local public services, including City Hall and the Goleta Public Library.
- e. Retail commercial centers, including the Hollister Corridor and the Calle Real commercial areas.
- f. Employment centers along the central Hollister Corridor area.
- g. Existing and planned higher density residential areas near the Hollister Corridor.
- h. Community, recreation, and cultural centers.
- i. Larger community parks, particularly those with sports fields, and open space areas.

TE 7.3 Intermodal Transportation Center/Bus Transfer Areas. [GP] Figure 7-4 identifies areas where transit routes converge and where there are significant opportunities for transfer from one route to another. Two bus transfer locations are identified: (1) Hollister Avenue in Old Town and (2) adjacent to the Camino Real Marketplace. The City, MTD, and other transit providers should identify and plan for facilities in these areas to facilitate and accommodate such transfers. In addition to these designated areas the City shall also consider potential opportunities for park-and-ride facilities, especially any opportunities that offer shared parking facilities with other uses. The public transportation plan map in Figure 7-4 also designates a generalized location for an intermodal transportation center near the existing Amtrak station. The purpose of the transportation center would be to provide a convenient and safe hub for transfers between bus, shuttle, train, automobile, bicycle, and pedestrian modes. The specific site selected for a transportation center should allow convenient and safe drop-off and pick-up areas without adversely affecting surrounding traffic flows.

TE 7.4 Regional and Express Commuter Bus Service. [GP] Express routes, which are generally long-haul routes with segments on US-101 and SR-217 and fewer stops than other types of routes, are designed to serve longer-distance commuters to employment centers. Existing regional and express/commuter bus routes as of 2005 are shown in Figure 7-4. The City supports efforts by providers to expand routes to better serve employment centers in the city and to increase the frequency of service along existing regional express and commuter bus routes linking employment centers in the Goleta and UCSB areas with Ventura County, Santa Barbara, the Buellton-Santa Ynez Valley area, and the Lompoc and Santa Maria areas. Regional commuter service routes are operated by Clean Air Express, VISTA, and MTD.

TE 7.5 Local Commuter Bus Service. [GP] These routes tend to traverse intermediate distances, have more bus stops and greater frequency of service, and connect local residential areas with large-scale employment

centers such as UCSB and the mid-Hollister corridor. Existing local commute bus routes are shown in Figure 7-4. The City supports efforts by MTD and other transit providers to improve local commute service by appropriate adjustments to routing, scheduling, and frequency of service.

- TE 7.6 Other Local Bus Service. [GP]** Local bus routes generally traverse shorter distances and are characterized by more closely spaced and frequent stops than express and commute-oriented routes. Local routes generally serve trips to non-workplace destinations throughout the day, as well as serving some commuters. Existing local bus service routes as of 2005 are shown in Figure 7-4.
- TE 7.7 Shuttle Bus Service. [GP]** Shuttle routes, which may employ smaller transit vehicles, generally serve a limited area with frequent headways, and generally are appropriate within and/or between high-intensity commercial areas and large employment centers, such as UCSB. The locations of existing fixed-route shuttle bus services as of 2005 are shown in Figure 7-4. The City supports expansions of shuttle services when such expansions are shown to satisfy a significant unmet need and when they are cost effective.
- TE 7.8 Hollister Avenue Transit Corridor. [GP]** Hollister Avenue from the eastern city boundary west to Pacific Oaks Road is designated as the Hollister Avenue Transit Corridor. The public transportation map in Figure 7-4 illustrates that the highest concentration of transit routes and greatest frequency of service occur in this area. The land areas along this corridor include existing and planned future retail commercial and employment centers as well as higher-density housing. These higher-intensity uses are transit oriented; the City supports efforts by MTD and other providers to expand express and local bus services along this corridor as ridership levels warrant.
- TE 7.9 Paratransit Services. [GP]** The City encourages the development and/or maintenance of a full array of on-demand public transportation services to serve the Goleta area. Such services could include Easy-Lift, dial-a-ride, fixed-route van service, and taxi cab services to meet the needs of persons with special requirements and neighborhoods that do not produce sufficient transit ridership levels to warrant scheduled bus route services.
- TE 7.10 UCSB Bus Service Programs. [GP]** The City encourages programs by UCSB to promote bus use by students, faculty, and staff. These efforts should include free or discounted monthly bus passes, funding of shuttle bus services, funding of express bus services, automobile sharing, ridesharing, appropriate pricing of on-campus parking, parking management policies, and other activities.
- TE 7.11 Other Bus Transportation Providers. [GP]** The City supports efforts to provide scheduled bus service to particular external destinations, such as the Santa Barbara Airbus to Los Angeles International Airport and the shuttle buses operated by the Chumash Casino to carry employees and customers to its facility in Santa Ynez. Scheduled or demand-responsive bus or van

service by large employers (such as UCSB and Raytheon) for their workers is encouraged.

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

TE 7.13 Assessments of Transit Needs. [GP] The City encourages continuous efforts to monitor, evaluate, and adjust bus services to respond to changing conditions in order to meet, in a cost-effective manner, the transit needs of specific population groups, including but not limited to commuters, elderly persons, students and youth, persons with disabilities, persons with limited economic means, residents of specific neighborhoods, and employers.

Policy TE 9: Parking [GP/CP]

Objectives: *To ensure that an adequate amount of parking is provided to accommodate the needs of existing, new, and expanded development, with convenient accessibility and attention to good design. To assure that on- and off-street parking is responsive to the varying and unique needs of individual commercial areas and residential neighborhoods.*

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.

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.

TE 9.3 Parking in Residential Neighborhoods. [GP/CP] Any proposed new or expanded use in residential areas shall provide adequate onsite parking to support the use. Adequate parking shall be provided to minimize the need for parking in public rights-of-way and to avoid spillover of parking onto adjacent uses and into other areas. The existing supply of on-street parking spaces shall be preserved to the maximum extent feasible. Off-street parking for proposed new single-family dwellings in all residential use categories shall be provided in enclosed garages. Driveway aprons in single-family residential neighborhoods shall have sufficient widths and depths to allow parking of two standard-sized vehicles in front of the garage.

TE 9.4 Parking within Commercial and Industrial Areas. [GP/CP] The following standards shall apply to parking within nonresidential areas:

- a. An adequate number and appropriate type of parking spaces shall be provided on site for new development or changes of use in commercial, business park, and other industrial areas.
- b. Supplemental satellite parking facilities are encouraged for large employers to prevent spillover parking into neighboring areas.
- c. In determining the adequacy of proposed parking for new or substantially modified development, the City may consider proximity to transit facilities and the provisions of a TMP where it is demonstrated that the plan's measures will sufficiently reduce the demand for onsite parking.
- d. Conditions of approval for large nonresidential projects may include a requirement to prepare a TMP that includes monitoring of parking lot utilization and measures that will be implemented if the event that the supply of onsite parking spaces is inadequate.
- e. Provision of large amounts of excess parking is discouraged, except that surplus landscaped areas may be identified and reserved for future expansion of parking areas if warranted by future conditions.
- f. Compact parking spaces and 90-degree parking stalls are discouraged in parking lots serving high-turnover uses, such as (but not limited to) retail commercial centers.

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.

TE 9.6 Old Town Parking. [GP] The following criteria and standards shall apply to parking in the Goleta Old Town area:

- a. As part of the Old Town Redevelopment program, the City and RDA shall develop a parking plan that supports the goals of the *Goleta Old Town Revitalization Plan*.
- b. Where practical and feasible, on-street parking shall be used to create a buffer between pedestrians and vehicle traffic, reduce the speed of traffic, and provide for needed short-term parking.
- c. The City may consider establishing a program whereby new development could be allowed to pay a fee in lieu of providing all or a portion of the required onsite parking. Such fee receipts, supplemented if appropriate with RDA funding, shall be used exclusively to acquire land and/or construct or improve one or more off-street parking facilities.
- d. Any proposed parking structures shall be compatible with the surrounding area in terms of size, bulk, scale, and design. Commercial space shall be incorporated in the structure along the street and sidewalk frontage.

TE 9.7 Shared (Joint Use) Parking. [GP/CP] The City's new Zoning Code shall include provisions to allow consideration and approval of proposals for shared parking for multiple uses on a single site and/or adjacent sites where some proposed uses have peak demand in the daytime while the peak demand for other uses is in the nighttime hours. The intent shall be to promote efficient use of parking areas and to reduce the amount of paved or impervious surfaces.

Policy TE 10: Pedestrian Circulation [GP]

Objective: *To encourage increased walking for recreational and other purposes by developing an interconnected, safe, convenient, and visually attractive pedestrian circulation system.*

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.

TE 10.2 Master Plan for Pedestrian Facilities. [GP] The City shall develop a Master Plan for Pedestrian Circulation to provide an integrated network of sidewalks and trails to link residential neighborhoods, commercial areas, community facilities, and other forms of transportation. This plan should outline priorities to provide and maintain a continuous improved surface of sidewalks for pedestrians that meets ADA requirements for accessibility and includes construction of new sidewalks and repair of deteriorated sidewalks, and minimizes conflicts with utilities and other transportation modes. Where feasible, sidewalks should be constructed on both sides of the street. The plan shall emphasize achieving the maximum separation of pedestrian facilities from traffic.

- TE 10.3 Design Criteria for Pedestrian Facilities. [GP]** The City shall establish guidelines for pedestrian walkways, including but not limited to widths and other geometrics, street corners, types of materials, street crossings, and other features as appropriate. Such standards may be included in the Master Plan for Pedestrian Circulation.
- 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.
- TE 10.5 Pedestrian Safety. [GP]** The City shall consider measures to improve pedestrian safety, including but not limited to the following:
- a. Heightened visibility for crosswalks.
 - b. Traffic controls.
 - c. Expanded enforcement of pedestrian right-of-way laws.
 - d. Adjustments to signal timing.
 - e. Appropriate signage for pedestrians and motorists.
 - f. Prevention of obstruction of pedestrian circulation by temporary advertising signs, merchandise displays, and other types of obstacles.
 - g. Improved lighting at intersections and at other locations along the pedestrian circulation network.
 - h. Incorporation of appropriate pedestrian safety measures, such as islands, in intersection designs.
 - i. Cooperation with school districts to create safe routes to school through provision of crossing guards, sidewalks, curb extensions to reduce crossing length, high-visibility crosswalk markings, signage, trails, separated pathways, or other appropriate means.
- TE 10.6 Study of Grade-Separated Pedestrian Crossing of US-101 in Old Town. [GP]** The City shall, in cooperation with Caltrans and other appropriate agencies, undertake a study of the feasibility of constructing a grade-separated crossing of US-101 in the Old Town area to serve pedestrians and bicyclists. The study shall evaluate potential alignments, right-of-way requirements, design alternatives, construction costs, and potential funding sources.

Policy TE 11: Bikeways Plan [GP]

Objective: *To encourage increased bicycle use for commuting and recreational purposes by developing an interconnected circulation system for bicycles that is safe, convenient, and within a visually attractive environment.*

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 a safe, interconnected system of bikeways that is linked to walkways and trails to meet existing and anticipated 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.

TE 11.2 Bicycle Transportation Plan. [GP] The City shall periodically prepare and adopt a Bicycle Transportation Plan (BTP) that addresses the required elements set forth in Section 891.2 of the California Streets and Highways Code. This plan is required for submittal of grant funding applications. Among the subjects to be included in the BTP are the following:

- a. Estimates of the number of existing and future bicycle commuters in the area.
- b. A map and description of existing and proposed bikeways, including Class I, II, and III bikeways.
- c. A map showing the existing and proposed land use pattern and its correlation with the bikeways.
- d. A map and description of existing and proposed end-of-trip bicycle parking facilities, such as parking at schools, shopping centers, public buildings, and major employment centers.
- e. A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes, such as but not limited to bicycle parking at transit stops, rail and transit terminals, park-and-ride lots, and trailheads at open space preserves.
- f. A description of how the BTP has been coordinated and is consistent with other regional transportation plans, including the bicycle transportation plans of other jurisdictions and UCSB.
- g. A description of the projects proposed in the plan and listing of their priorities for implementation.
- h. Identification of estimated costs and financial needs for all projects that improve safety and convenience for bicycle commuters.

The BTP shall be regularly reviewed and updated to respond to changing conditions and needs. Any future changes shall be incorporated into the map in Figure 7-6 during periodic updates or amendments to the General Plan.

- TE 11.3 Design Guidelines. [GP]** The City shall formulate design guidelines that establish standards for construction and maintenance of bikeways. Bikeways should be constructed on both sides of the street and incorporated into roadway and bridge projects located along planned bicycle routes. Where space allows, Class I bicycle lanes shall be the development priority over Class II and III lanes. Existing bike lanes shall not be removed to add traffic lanes unless bike lanes of the same or higher classification will be replaced as part of the roadway improvements.
- TE 11.4 Facilities in New Development. [GP]** Bicycle facilities such as lockers, secure enclosed parking, and lighting shall be incorporated into the design of all new development to encourage bicycle travel and facilitate and encourage bicycle commuting. Showers and changing rooms should be incorporated into the design of all new development where feasible. Transportation improvements necessitated by new development should provide onsite connections to existing and proposed bikeways.
- TE 11.5 Bicyclist Safety. [GP]** The City supports programs to increase public awareness of bicycle safety. The City should work with SBCAG Traffic Solutions and other appropriate regional entities to provide information to motorists and bicyclists regarding maps of bike path locations, safe routes, and increased signage to alert others of the presence of bicycles. Amenities along bikeways such as directional signage, water fountains, bike parking, and lighting should be appropriately placed to allow adequate passage. The City should work with Caltrans to reduce barriers to US-101 crossings. In addition, the City encourages bicyclists to take responsibility for their own safety by such measures as bicycle lights and wearing light and/or reflective clothing.

Housing Element

- HE 3.2 Mitigation of Employee Housing Impacts from Nonresidential Uses. [GP]** Housing needs of local workers are an important factor for the City when reviewing nonresidential development proposals. The City shall require proposed new nonresidential development and proposed expansion or intensification of existing nonresidential development to contribute to the provision of affordable employee housing. The proposed amount of floor area and type of nonresidential use shall be factors in establishing the requirement for individual projects. Alternatives to satisfy this requirement may, at the discretion of the City, include payment of "in-lieu" housing impact fees, provision of housing on-site, housing assistance as part of employee benefit packages, or other alternatives of similar value.
- HE 6.3 Vacant Sites Designated for Rezoning to Residential or Higher Density. [GP]** Vacant sites designated by the Land Use Element for residential use that will need to be rezoned from nonresidential to residential or to higher density residential following adoption of this element are shown in Table 10A-17 and Figure 10A-3 of the technical appendix. The net additional housing unit capacity that is estimated to be contributed by these sites, after adjustment for site constraints, is 312 units.

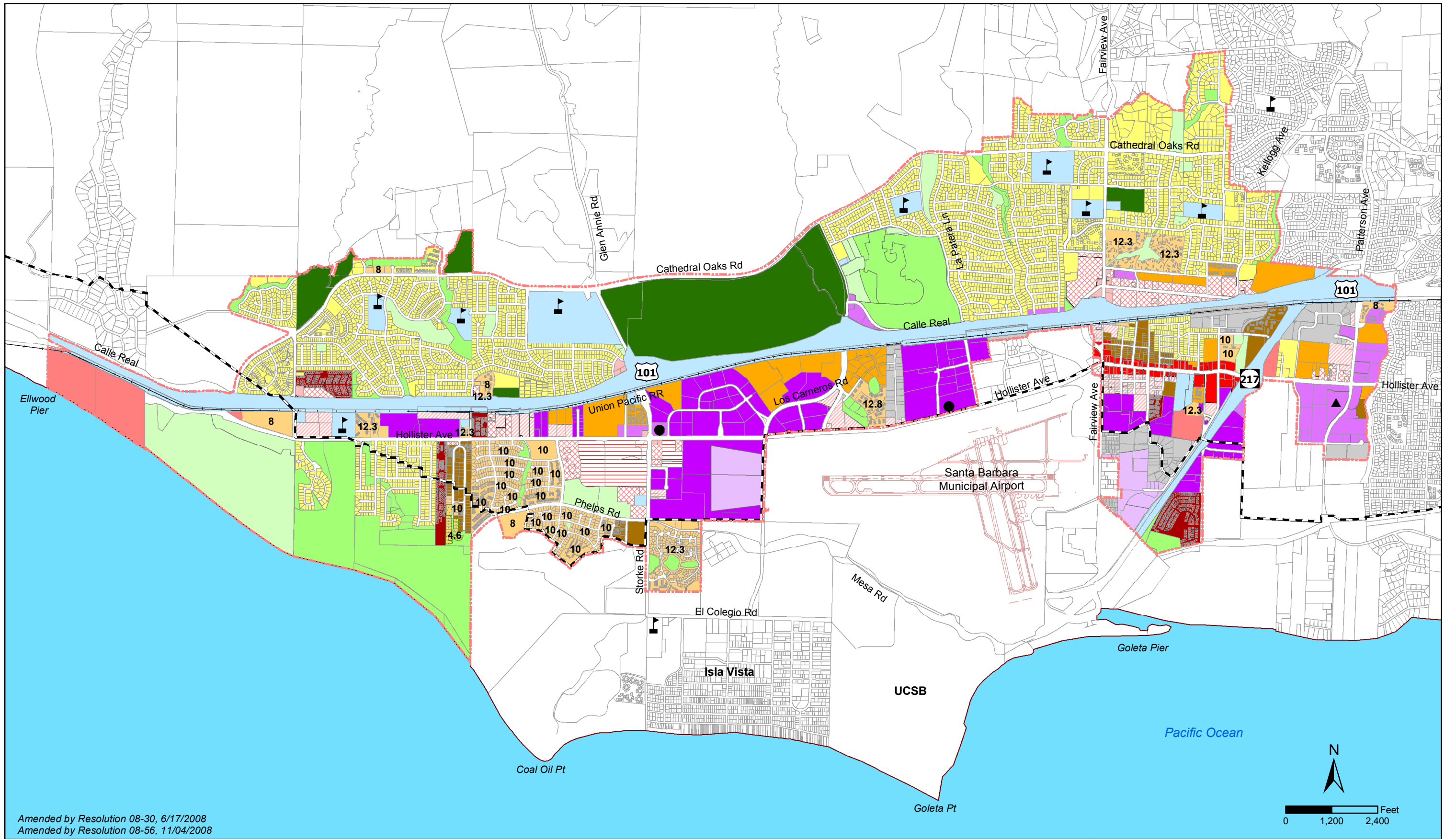
HE 11.5 Establishment of Unit Percentages and Income Levels. [GP] Except for designated affordable housing sites as set forth in HE 11.6, the inclusionary housing requirement shall be as follows:

- a. Proposed rental projects shall be required to provide 5 percent of the total number of units within the project at rent levels affordable to very low- and low-income households.
- b. Proposed for-sale projects, including subdivisions for purposes of condominium conversions, will be required to provide 5 percent of the units at prices affordable to very low-income households, 5 percent affordable to low-income households, 10 percent affordable to moderate-income households, and 10 percent affordable to households earning 120 to 150 percent of the median income.

Requirements for provision of inclusionary units in for-sale projects for very low- and low-income households may be satisfied by providing the same number of rental units at rent levels affordable to these households.

**HOUSING ELEMENT TABLE 10A-17
VACANT NONRESIDENTIAL SITES PROPOSED TO BE REZONED FOR RESIDENTIAL DEVELOPMENT AND RESIDENTIAL
LAND REZONED TO HIGHER DENSITIES**

Map #	APN	Site Size (acres)	Existing Zoning	Proposed General Plan			Adjustment To Residential Unit Capacity			Program
				Land Use Designation	Maximum Residential Density (units per acre)	Max Number of Units	Type of Constraint	Net Develop- able Site Area (acres)	Estimated Net Additional Number of Units	
A. Sites with Density \geq 20 units per acre: Nonresidential rezoned for residential development										
17	071-330-011	4.2	C-1	Moderate- Density Residential	20	92	Noise	4.20	84	6A
33	073-030-005	3.52	MR-P	Medium- Density Residential	20	60	Wetland, noise	2.36	25	6A
Subtotal						152			109	
B. Sites with Density \geq 20 units per acre: Residential land rezoned to higher densities										
28	073-030-020	22.25	MHS (AHO DR-12.3)	Moderate- Density Residential	20	489	Noise; partial airport approach zone	20.03	154	6A
31	073-030-009	2.94	MHS (AHO DR- 12.3)	Moderate- Density Residential	20	64	Wetland, noise	2.62	20	6A
32	073-030-006	4.12	MHS (AHO DR- 12.3)	Moderate- Density Residential	20	90	Wetland, noise	3.71	29	6A
Subtotal						643			203	
C. Sites with Density < 20 units per acre										
None										
D. Miscellaneous Single-Family Sites										
None										
Total						795			312	
Notes: Map # refers to numbered sites in Figure 10A-3; APN: Assessor's Parcel Number.										
Zoning Districts: DR-2 to DR-30– Design Residential, with units per acre specified by the number following DR-; MHS – Mobile Home Subdivision; C-1– Limited Commercial.										

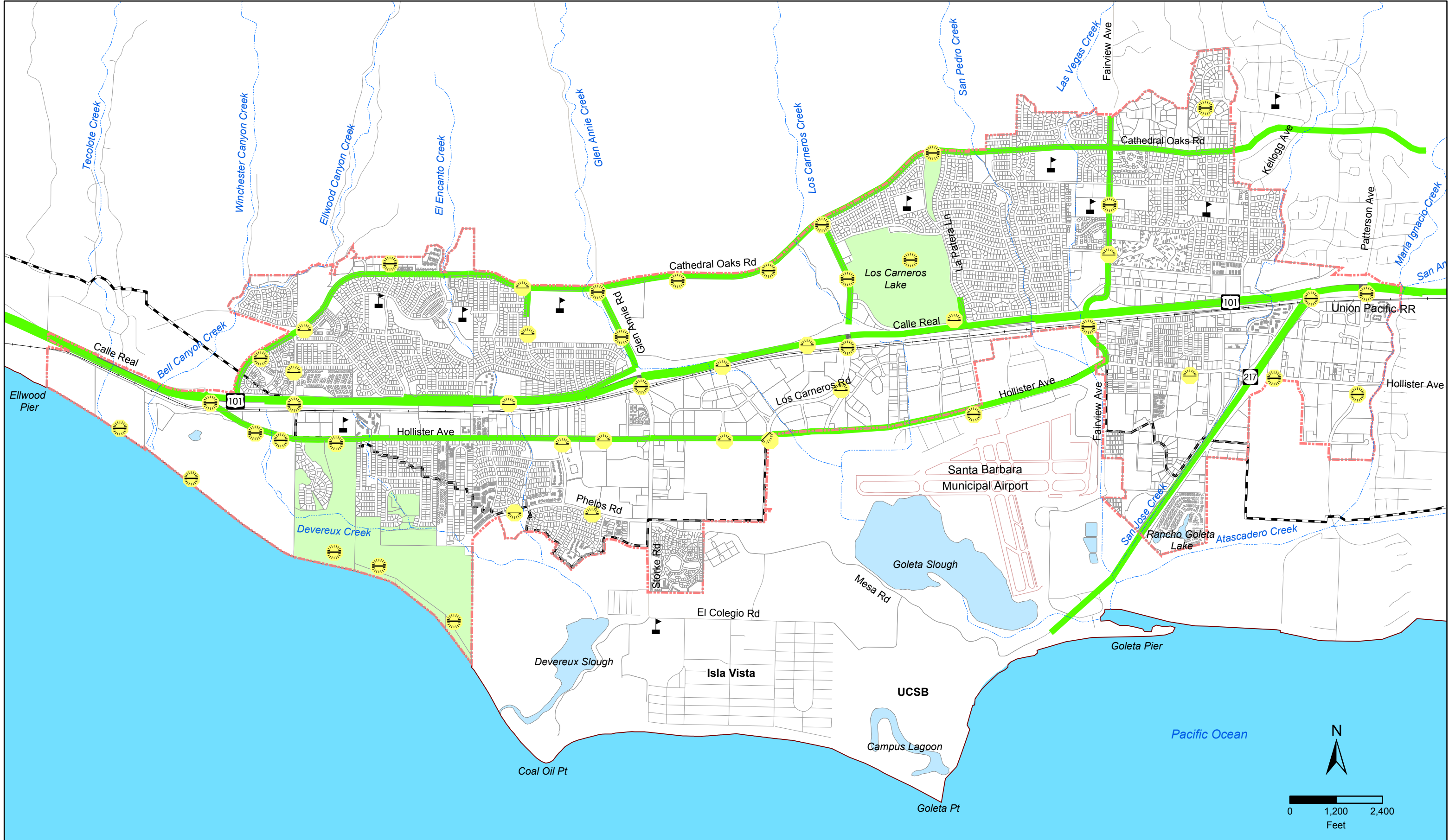


Amended by Resolution 08-30, 6/17/2008
 Amended by Resolution 08-56, 11/04/2008

Residential Use Categories	Commercial Use Categories	Office and Industrial	Other Use Categories	Overlay Areas	Other Features
Single-Family	Regional	Business Park	Agriculture	Hotel Overlay	Goleta City Boundary
Planned Residential	Community	Office and Institutional	Open Space / Passive Recreation	Hospital Overlay	Coastal Zone Boundary
Medium Density	Old Town	Service/Industrial	Open Space / Active Recreation	Open Space Overlay	Schools
High Density	Visitor-serving	General Industrial	Public / Quasi-public		Maximum Density in Planned Residential Areas (units/acre)
Mobile Home Park	Intersection				
	General Commercial				

Figure 2-1
LAND USE PLAN MAP
 GENERAL PLAN/COASTAL LAND USE PLAN
 November 2008





Legend

Public Lands with View Opportunities

Scenic Corridor

Local Scenic Corridor

Scenic Views to be Protected

View Orientation

Views to one Direction

Views to all Directions

Other Features

Goleta City Boundary

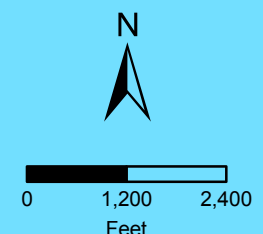
Coastal Zone

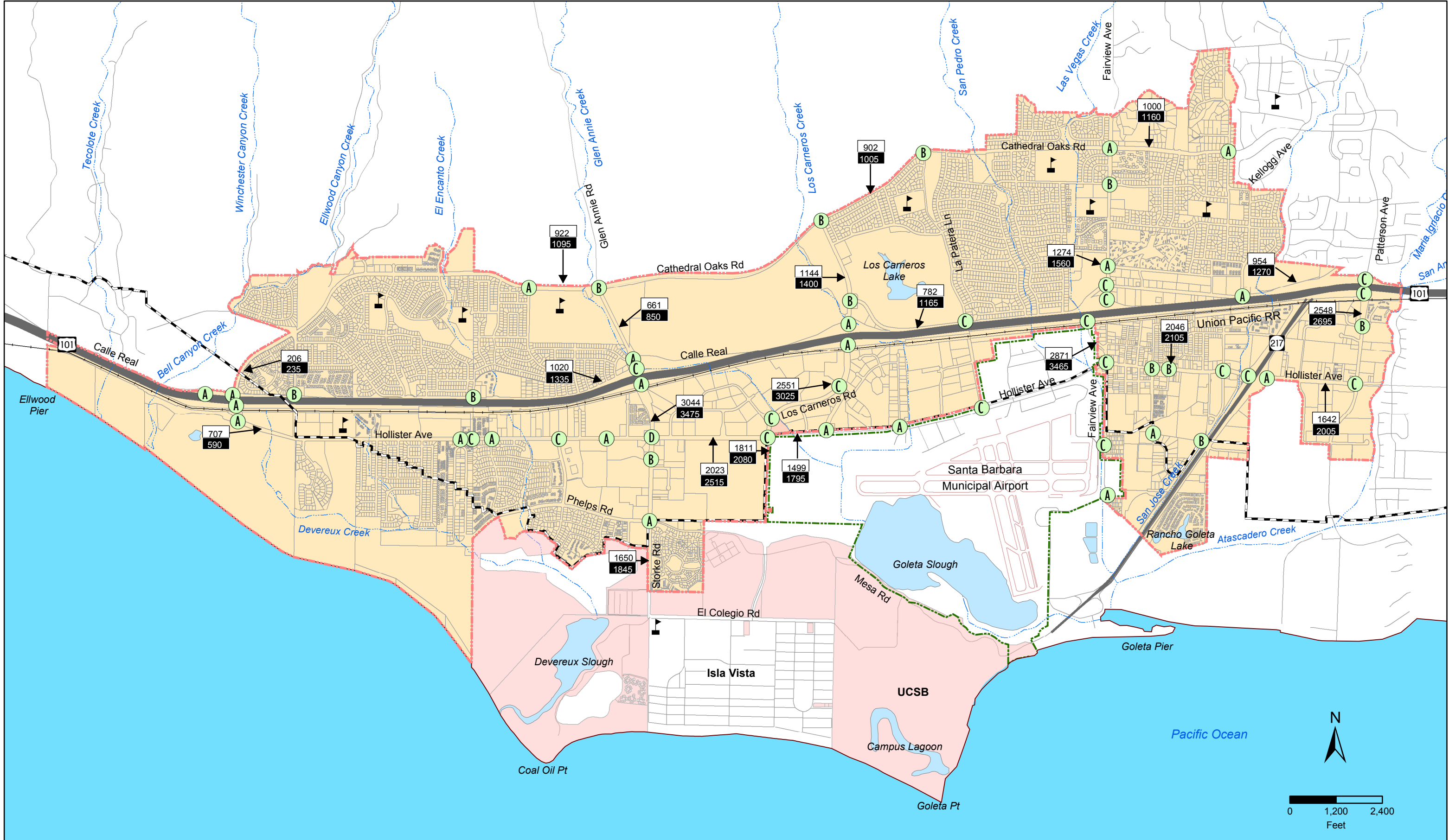
Schools

Creeks

Figure 6-1

SCENIC AND VISUAL RESOURCES





Legend

PM Peak Hour Traffic Volumes

- 922 2005 PM Peak Hour Traffic Count
- 1095 2030 PM Peak Hour Modeled Volume

Projected PM Peak Hour Intersection Level of Service 2030

- A Intersection LOS A,B,C,D or E (PM Peak Hours)

Other Features

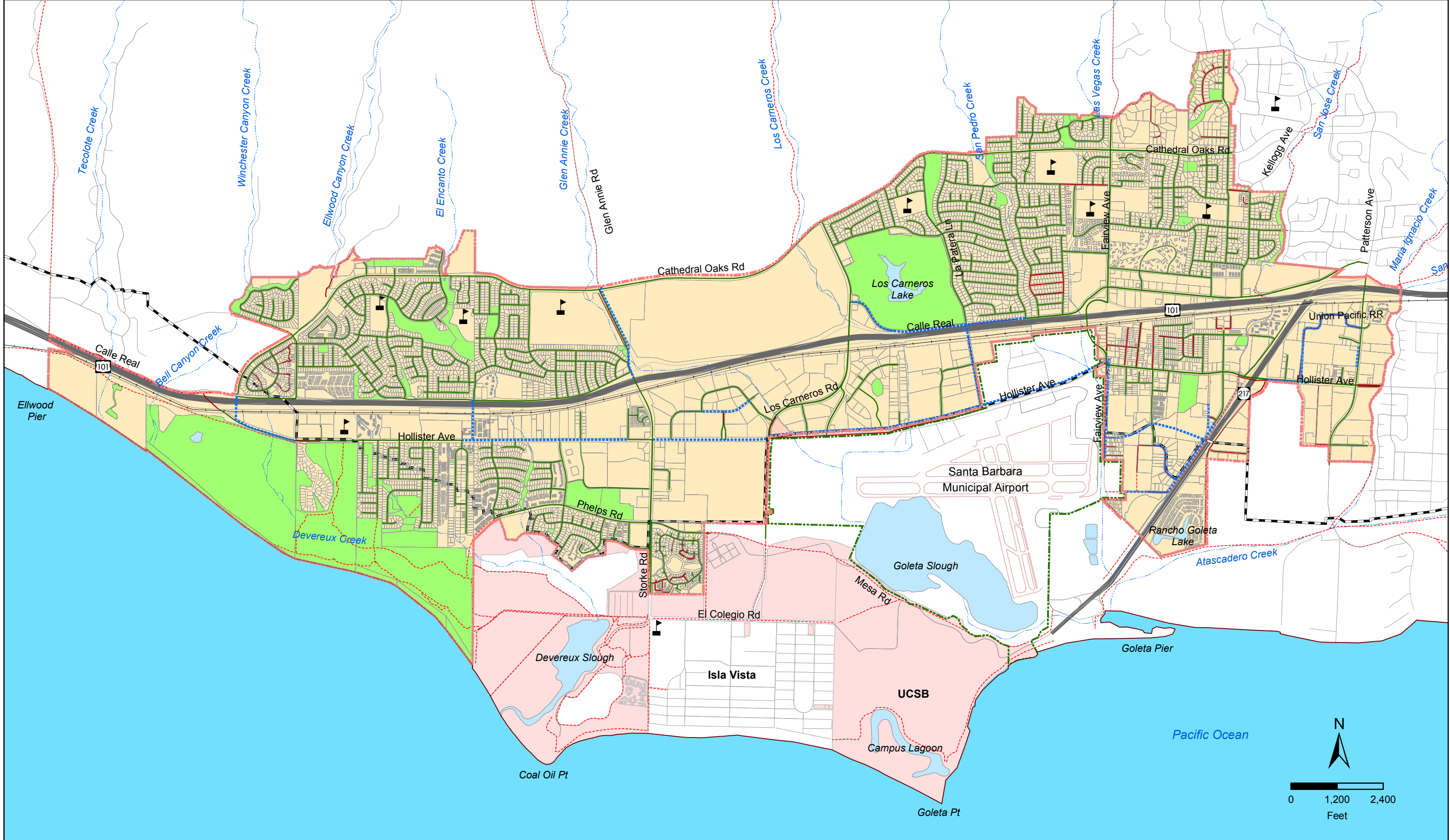
- City of Goleta
- Santa Barbara City Boundary
- UCSB Lands
- Coastal Zone
- Schools
- Creeks

Note: LOS reflects projected 2030 conditions with traffic improvements.

Source: Dowling Associates, Inc. (August 2006)

Figure 7-1
EXISTING AND PROJECTED FUTURE TRAFFIC VOLUMES AND INTERSECTION LOS





Legend

Pedestrian System

- Streets without Sidewalks
- Streets with Sidewalks
- ⋯ Planned Sidewalks
- - - Existing and Planned Trails

Other Features

- Parks, Open Space Areas and Private Recreational Areas
- - - City of Goleta
- - - Santa Barbara City Boundary
- UCSB Lands

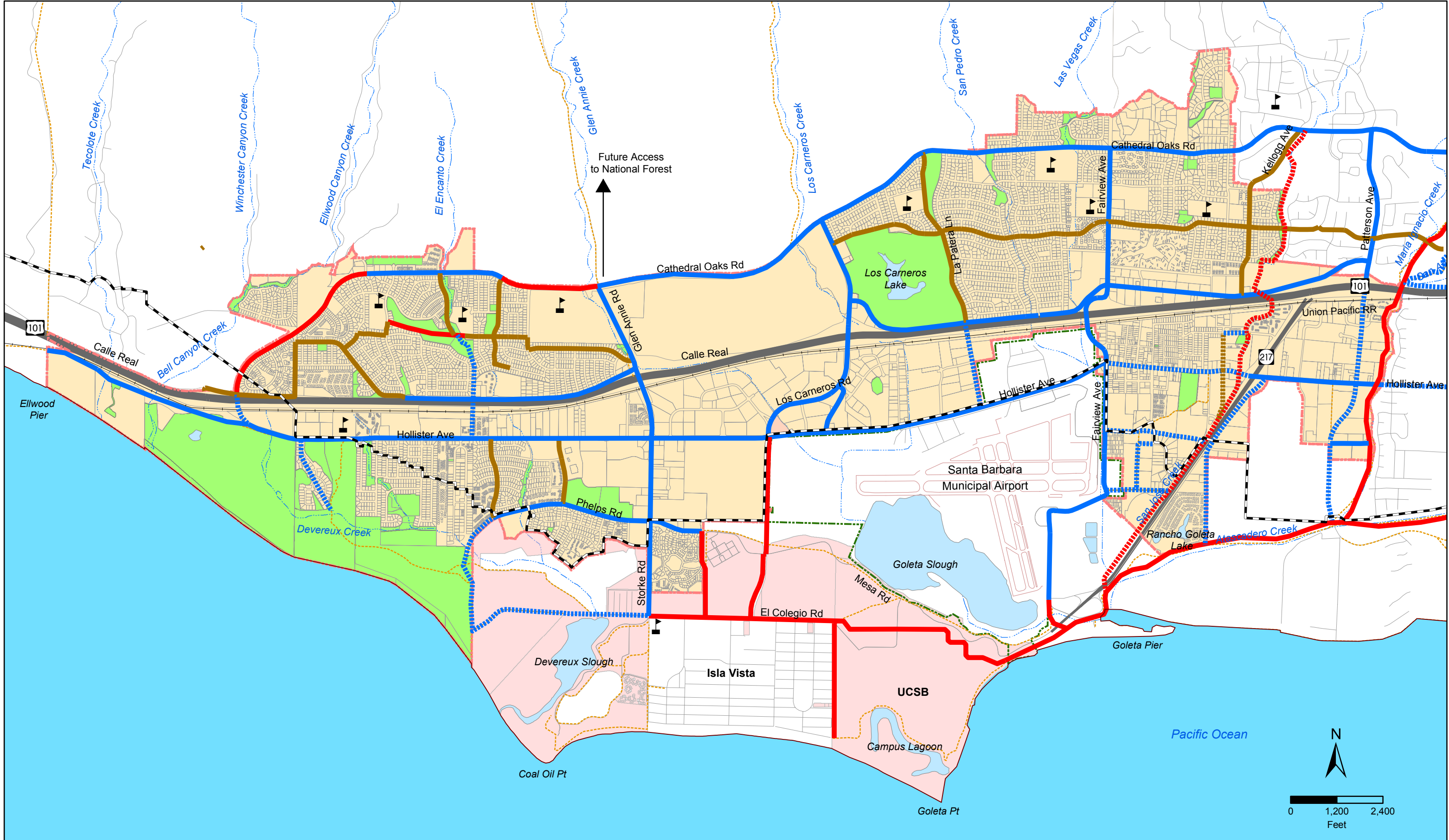
- - - Coastal Zone
- ⋯ Creeks
- ▣ Schools
- Freeway

Note:

1. The Pedestrian System as shown on this figure is a generalized representation; additional new sidewalks may be included in a Pedestrian Master Plan.
2. This figure excludes trails within City parks and open space areas, except for connecting trails on Ellwood Mesa.
3. Due to the scale of this figure, sidewalks reflect at least one side of the street. Both sides are not shown.
4. Planned sidewalk on Hollister Avenue between Los Carneros Road and Storke Road and between Glen Annie Road and Ellwood Station Road will not be continuous as depicted on this figure as sidewalks currently exist intermittently in these locations.

**Figure 7-5
PEDESTRIAN SYSTEM PLAN**





Legend

Existing Bikeways	Planned Bikeways
— Class I	- - - Class I
— Class II	- - - Class II
— Class III	- - - Class III

Other Features

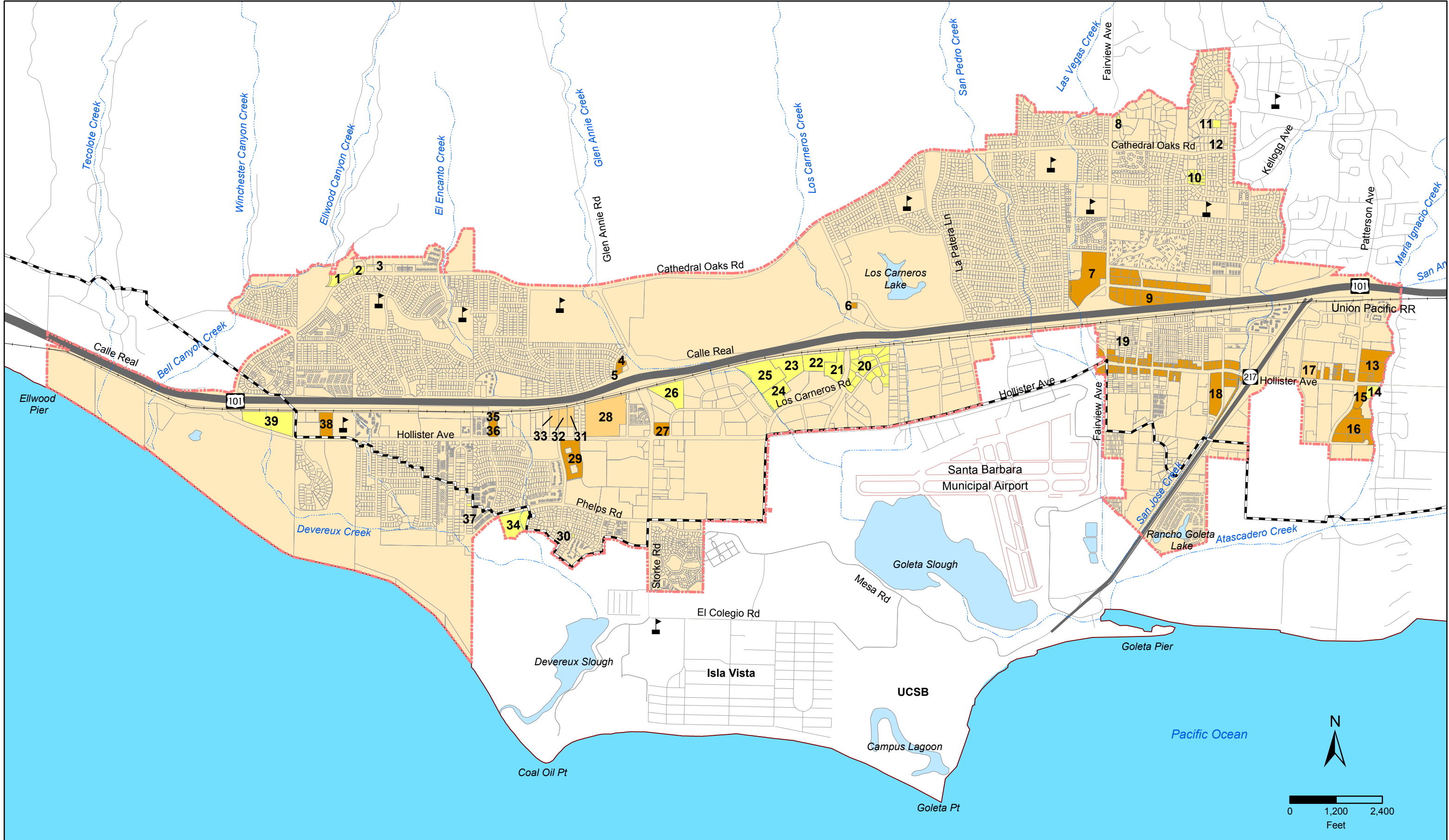
■ Parks, Open Space Areas and Private Recreational Areas	- - - Coastal Zone
- - - City of Goleta	- - - Creeks
- - - Santa Barbara City Boundary	■ Schools
■ UCSB Lands	
- - - Existing and Planned Trails	

Source: Existing Bikeways are based on the Santa Barbara County Association of Government's 2005 Santa Barbara County Bike Map.

- Notes:**
1. The Bikeways Plan as shown on this figure is a generalized representation; additional bikeways may be included.
 2. This figure excludes bikeways within City parks and open space areas except for major linkages.
 3. The highest functional class of bikeways is shown.

**Figure 7-6
BIKEWAYS PLAN MAP**





Legend

Residential Development Sites

- Vacant, Existing Residential Zoning
- Vacant, Proposed Rezoning to Residential or Higher Density
- Designated Non-Residential, Zoning Amendment to Allow Residential Use

Other Features

- City of Goleta
- Coastal Zone
- Creeks
- Schools

Note: Site number corresponds to Tables 10A-16, 10A-17, 10A-18 and 10A-19, which provides data for each site.

**Figure 10A-3
SITES SUITABLE FOR RESIDENTIAL DEVELOPMENT**

