

**Land Use
and Planning**

SECTION 4.9

4.9 LAND USE AND PLANNING

This section is a preliminary analysis of the project consistency with the City of Goleta (City) General Plan/Coastal Land Use Plan (General Plan), as well as the City of Santa Barbara's Goleta Slough Ecosystem Management Plan and Airport and Goleta Slough Coastal Plan, given the project's close proximity to these City of Santa Barbara plan areas. The project is assessed in terms of its consistency with the policies and the impact issue analyses from each section of the EIR are referenced, as applicable, to determine consistency.

Amendments to the General Plan have been requested by the applicant, which are reviewed in a separate CEQA Addendum to the Goleta General Plan/Coastal Land Use Plan Final Environmental Impact Report (SCH #2005031151). The preliminary policy consistency discussion below assumes approval of the General Plan Amendment requests identified immediately below.

General Plan Amendment 11-080-GPA

- Amendment of General Plan Open Space Element, Figure 3-5 (Open Space Plan Map) to remove the ESHA designation on a portion of Willow Springs II site.
- Amendment of Conservation Element, Figure 4-1, Special-Status Species and Environmentally Sensitive Habitat Areas (ESHA), to remove an ESHA designation on a portion of the Willow Springs site.
- Amendment of General Plan Open Space Element Table 3-1(c.) to more accurately describe the location of future Willow Springs Park north of Camino Vista Road.
- Amendment of General Plan Open Space Element Policy OS 6.11 to more accurately describe the location of future neighborhood park, Willow Springs Park, north of Camino Vista Road.

General Plan Amendment 11-081-GPA

- Amendment of General Plan Safety Element Figure 5-2 (Fire, Flood, and Tsunami Hazards Map) to update the tsunami inundation area citywide. (11-081-GPA).

The CEQA Addendum to the Goleta General Plan/Coastal Land Use Plan Final Environmental Impact Report (SCH #2005031151) is available for review at Goleta City Hall, 130 Cremona Drive, Goleta, CA 93117.

The analysis below determined that, with incorporation of required and recommended mitigation measures provided throughout the EIR, the project would be consistent with the City's General Plan, City of Santa Barbara's Goleta Slough Ecosystem Management Plan, and the Airport and Goleta Slough Coastal Plan. Therefore, Land Use and Planning impacts are less than significant.

4.9.1 Land Use Element

Policy LU 1.2 Residential Character. [GP/CP] The Land Use Plan map shall ensure that Goleta's land use pattern remains predominately residential and open, with the majority of nonresidential development concentrated along the primary transportation corridor — east and west along Hollister Avenue and US-101. The intent of the Land Use Plan is to protect and

preserve residential neighborhoods by preventing intrusion of nonresidential uses that would be detrimental to the preservation of the existing character of the neighborhoods.

The project is a residential development and is located between Hollister Avenue and US Highway 101. As such, the project is 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.*

Policy LU 2.3 Residential Development Standards. [GP/CP] *The following standards or criteria shall be applicable to residential development proposals:*

- a. The privacy of existing residential uses in the immediate area shall be protected in the design of new or expanded structures.*
- b. Solar access of residential uses shall be protected in the design of new or expanded structures.*
- c. Proposals for construction of new or expanded homes shall be required to have a size, bulk, scale, and height that are compatible with the character of the immediate existing neighborhood.*

These policies are intended to ensure that new development is compatible with the surrounding neighborhood. The size, bulk, scale, and height of the project would fit with the surrounding development, most notably the adjacent 235-unit Willow Springs Phase I residential development, and the project would not block solar access to these units. The project will be internally connected with the existing Willow Springs I development and will share all common area amenities, including recreational facilities and walking/jogging paths. The project design will essentially mimic the existing architecture and landscaping of the existing Willow Springs I development, with the exception that some additional plant species, that are especially tolerant of highly saline soils, will be supplemented in the landscape palette in order to ensure that future plantings will be able to thrive over the long-term. Therefore, the project will be very compatible with the existing residential neighborhood. The project will also be visually compatible with and not beyond the scale of the industrial buildings to the east. The project includes increased screening landscaping along the project's eastern property line that will also provide an improved visual separation/buffer between the residential and industrial uses/developments.

With regard to scenic views identified in the General Plan, including Figure 6-1, the project development will be visible primarily from the Los Carneros Highway 101 Overpass and from the Highway 101 Los Carneros southbound on-ramp. However, due to the elevation change between the project site and the overpass/ramp, scenic and coastal views will not be obstructed by the project. Obstruction of existing views will be limited to views of the industrial buildings to the east along Aero Camino. The new residential buildings and proposed landscaping along the easterly property line will partially block the background views of these industrial buildings. Views of the industrial buildings are not considered scenic vistas and the proposed screening landscaping along the eastern property line is proposed to provide an attractive and effective visual buffer between the neighboring residential and industrial uses.

Views from the Los Carneros overpass and soundbound on-ramp may also be affected by plexi-glass on the north facing units' decks and patios (to minimize residents' exposure to traffic and railroad noise). Incorporation of plantings over the plexi-glass and/or use of reduced glare material would ensure scenic coastal views further south and east are maintained.

Views to the north, including views of the Santa Ynez Mountains, are also identified as scenic views to be protected on General Plan Figure 6-1. Views into the project site from the Los Carneros Road/Calle Koral intersection area are currently very limited due to topographic differences, including the presence of stock-piled fill soils on the north side of Calle Koral. The proposed project will be substantially, if not totally, screened from this intersection by existing landforms and the existing Willow Springs I development. The stockpiled soils on the north side of this intersection will at some point be used/relocated to provide fill soil for the future Willow Springs North project. The Willow Springs North project would be located on the north of side of the extension of Camino Vista Road. That project is still in the design phase and has not been submitted to the City for processing. At such time as the Willow Springs North project is submitted, the impacts of relocating this stock-piled soil and the related aesthetic impacts of that project will be evaluated. Although removal is not contemplated at this time, the stockpile is not required to remain in place until construction of Willow Springs North.

Removal of the stockpile soil at the Los Carneros/Calle Koral intersection, without installation of landscaping along the adjacent Calle Koral road right-of-way, would substantially open up views into the property of the Willow Springs II development. This vantage point is a vista identified for protection in the General Plan on Figure 6-1, specifically with regard to protection of views toward the north of the Santa Ynez Mountains. This view would expand existing views of the Willow Springs community from Calle Koral, but views of the new development would not extend into or obstruct scenic mountain or coastal views.

Although not required to reduce aesthetic impacts to less than significant levels, the EIR recommends installation of screening landscaping along the adjacent Calle Koral right of way. The goal of this recommendation is to minimize potential adverse impacts from an increase in views of structural development from this intersection, should the stockpile be removed prior to development and associated landscaping of the Willow Springs North property. Alternatively, the EIR recommends the applicant provide to the City an agreement that would allow the installation of screening landscaping in this location, ~~to be delayed until such time that it would occur prior to removal of the soil in this stockpile area.~~

Project development would also alter limited views of the mountains between the existing entrance to Willow Springs I and the existing eastern terminus of Camino Vista Road. However, given the current dead-end status of this road segment, these public views are effectively limited to residents and guests of the existing Willow Springs I development. Specific consideration of this corner of the Willow Springs II landscape plan by the Design Review Board (DRB) as part of their Preliminary and Final review of the project will be required to ensure the appropriate plant species, planting locations, and size of plantings to break up the massing of Buildings 27 and 28 as viewed from Camino Vista Road.

For the reasons stated above, the project would be consistent with policies LU 1.2, 1.8 and 2.3.

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.

Policy 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:*

- a. Adequate open space and recreational facilities, such as parks, open spaces, or bike paths as an integral part of the development; community garden areas are encouraged.*
- b. Appropriate amounts of outdoor space for the exclusive use of individual residential units.*
- c. Appropriate pedestrian and bicyclist access to commercial or other activity centers and appropriate facilities to encourage use of public transit.*
- d. Adequate services and facilities (such as sewer, water, and roadway capacity) concurrent with development.*
- e. Adequate off-street parking.*
- f. Appropriate access by emergency vehicles. (Amended by Reso. 08-30, 6/17/08)*

Policy LU 1.11 Multiple-Use Development. *[GP/CP] New larger developments, including multifamily, commercial, retail, office, and industrial uses, shall be designed to incorporate features that enable a choice of various alternative modes of travel, such as transit, biking, and walking. Mixed-use development, where certain commercial and residential uses are provided in a single integrated development project, shall be allowed in appropriate areas, including, but not limited to, the Hollister corridor in Old Town.*

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. (Amended by Reso. 08-30, 6/17/08)*

Policy LU 11.1 Pacing of Growth. *[GP] The City shall ensure that the timing of new development is consistent with resource and service constraints, including, but not limited to, transportation infrastructure, parks, water supply, sewer system capacity, and energy availability. (See also LU Guiding Principle and Goal #9; LU 1.13; TE 1.2; TE 13; TE 14; PF Guiding Principles and Goals #6, 7 and 9; PF 4; PF 7.1; PF 7.2; HE 3) (Amended by Reso. 09-59, 11/17/09)*

These policies require provisions for the following: adequate open space and recreational facilities, appropriate amounts of outdoor space for individual residential units, common gathering areas, access to transit opportunities, provision of appropriate pedestrian and bicyclist access to commercial or other activity centers, adequate services and facilities, adequate parking, appropriate access by emergency vehicles and energy availability.

The project will share the existing open space and recreational facilities located within the first phase of the Willow Springs development, which include walking/jogging paths throughout the development and around the passive open space lot in the center of the site, as well as access to the playground, pool, and clubhouse amenities, which can be used for community gatherings.

Mitigation Measure REC 1-1 and REC 1-2 will ensure that additional active recreational amenities will be provided with the project development and that the recreational amenities within Willow Springs I and II will be accessible over the long-term to residents of both Willow Springs I and II. The ~~additional amenities~~ include the addition of a tot lot near the common laundry area and the inclusion of paracourse equipment accessible to Willow Springs I and II residents along the outer perimeter of the walking/jogging track on Lot 20 (subject to consultation with local Native Americans) and/or along other walking paths within Willow Springs I and II, including but not limited to the path adjacent to the wetland. The addition of these active recreational amenities for residents of Willow Springs I and II and City acceptance of legal documents submitted by the applicant which ensure use of all Willow Springs I and II recreational amenities by residents of both Willow Springs I and II will reduce project specific increased demand on recreational facilities/opportunities to adverse, but less than significant levels.

The project would also be required to pay Quimby fees for each of the 100 new condominium units. These fees are used for public parks and open spaces to be used by residents of new subdivisions. In addition, because the project would not be providing recreational amenities open to the public, the applicant is responsible for payment of Quimby fees, without offsets for reduction, for each of the new 100 condominium units to address the project's contribution toward increased cumulative demand for public recreational opportunities within the City.

The project's private yard areas for each unit are consistent with associated design and minimum size standards identified in the Inland Zoning Ordinance.

Internal pedestrian walkways connecting with public sidewalks as well as bike lanes on both sides of the Camino Vista Road extension facilitate alternative modes of transportation to jobs, shopping, other activity centers as well as for recreation. Public transit is available nearby, including a bus stop in front of the existing Willow Springs I development on Hollister Avenue. Subject to Mitigation Measures WS 1-1, 1-2, 1-3; WW 1-1; and SW 1-1 and 1-2, adequate water, sewer, and solid waste services (respectively) will be available to serve the project.

The EIR concludes that there is sufficient parking provided onsite to accommodate project's parking demand. Implementation of Traffic Mitigation Measures T 1-1, 2-1, 3-1, and 4-1, along with final review and approval of construction plans by the Fire Department and Community Services, would ensure adequate circulation design and roadway improvements to accommodate safe ingress/egress/residential roadway compatibility, emergency vehicle access, and adequate roadway capacity to serve the project.

Adequate energy services, including gas and electric, are available to serve the project.

Based on the above analysis, the project is determined to be consistent with the above policies.

Policy LU 2.2 Residential Use Densities. [GP/CP] All proposed residential projects shall be consistent with the recommended standards for density and building intensity set forth in this plan. The recommended densities described in the policies for the residential use categories

and in Table 2-1 are maximum permitted densities but are not guaranteed. Density of development allowed on any site shall reflect site constraints, including:

- a. Environmentally sensitive habitat areas (ESHA).
- b. Areas prone to flooding and geologic, slope instability, or other natural hazards.
- c. Areas with stormwater drainage problems.
- d. Presence of other significant hazards or hazardous materials.
- e. Protection of significant public and private views.
- f. Exposure to exterior noise levels that exceed a Community Noise Exposure Level (CNEL) of 60 dBA (see related NE 1.2).
- g. Areas with archaeological or cultural resources.
- h. Deficiencies in the type or level of services necessary for urban development, such as transportation facilities (roadway and pedestrian), sewer and water service, and emergency service response time.
- i. Prevailing densities of adjacent developed residential areas. (Amended by Reso. 08-30,6/17/08)

Policy 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. 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. Central Hollister Housing Opportunity Sites as identified in Housing Element subpolicy HE 11.6 shall provide for development of residential units at densities ranging from a minimum of 20 to a maximum of 25 units per acre in support of the achievement of affordable housing goals. 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. (See related policy LU 8 and subpolicy HE 11.6)

The project site is designated as Medium-Density Residential by the General Plan. On August 18, 2009, the City Council adopted Resolution No. 09-44 (Housing Element Amendments), which increased the density for the Medium Density Residential (R-MD) Central Hollister Affordable Housing Opportunity Sites. The minimum density was increased to 20 units per acre (except where there are site constraints) and the maximum density was increased to 25 units per acres, to ensure the most efficient use of the property. Using an average household size of 2.6 people/unit (Housing Element, American Community Survey data, 2005-2007), the corresponding range of population densities is 52.0 to 65 persons per acre. As noted in the project description, the project's density is 20.32 units per acre. This density can be accommodated onsite taking into account site constraints. Therefore, the project density is consistent with the above policies.

Policy LU 8: Central Hollister Residential Development Area [GP]

Objective: To promote coordinated planning and development of designated medium-density residential sites in the Central Hollister area in order to create a quality, livable environment with appropriate design and amenities for future residents of this new residential neighborhood.

Policy LU 8.1 Applicability. [GP] *Twenty-four vacant parcels of land totaling 68.25 acres, situated largely within North Willow Springs and the Raytheon Specific Plan area, are designated for future medium-density residential development. This area lies between Hollister Avenue and the Union Pacific railroad tracks, extending from east of Los Carneros Way to Storke Road. These vacant lands, a portion of which is interspersed with existing Business Park development, collectively include a large portion of the residential development capacity defined by this plan.*

Policy LU 8.2 Purpose. [GP] *The intent for this area is to enable new residential development on the existing vacant parcels along with provision of incidental and subordinate small-scale commercial uses that will serve the needs of existing employees and future residents in the immediate area. The non-residential development should be clustered at a single site or a small number of individual sites west of Los Carneros Way. A related intent is to enable transit-oriented development along the city's primary transportation corridor so as to efficiently utilize existing infrastructure, reduce future increases in automobile travel, and support use of alternative, less polluting modes of travel.*

As Phase II of the existing Willow Springs residential development, the project would essentially be an extension of the first residential project developed in the Central Hollister Residential Development area. The project residents would have close and easy access to Hollister Avenue, Los Carneros Road, Highway 101, public transportation, jobs, and shopping. The project density is 20.3 units per acre, which is within the prescribed density range for the site. The project design includes varied unit sizes, private yards or patios for each unit, resident access to passive and active recreational amenities in shared common areas with Willow Springs Phase I, as well as easy access to existing and proposed bike lanes and the future Willow Springs Park identified in the General Plan. Therefore, the project location, density and design are consistent with the objectives, applicability and purpose of these Central Hollister Residential Development area policies and standards.

Future provision of the project includes the provision of required inclusionary affordable housing units onsite, including five (5) upper moderate, five (5) moderate, five (5) low and five (5) very low income qualifying units for a 45-year term. An alternative site to provide the low and very low income units that is an appropriate location is the at another of the applicant's projects, Pacific Oaks Apartments located at 7170 Davenport Road. The Pacific Oaks development is currently operated as a market rate rental project. However, a condominium map has been recorded for the property and there are no conditions or other restrictions on the property which prohibit the sale of individual units at any time, for a 45-year term. Providing the affordable units onsite complies with the intent of the above policies. In addition, if comparable units can be offered at Pacific Oaks subject to City approval, these units could also be determined to be consistent with the intent of the above policies given that the Pacific Oaks as the related property is even more centrally located and in closer proximity to services, including shopping, recreational, dining, entertainment, and public transportation services and such services are accessible to residents by alternative modes of transportation including walking and biking. While the general location of Pacific Oaks is an appropriate and desirable location, the decision to substitute specific units as affordable housing units requires City review and approval because of the importance for the City to put in place safeguards for the extremely limited stock of affordable housing to low and very low income households. The City needs an opportunity to ensure that an equivalent unit to the one that would be provided on-site is being provided at Pacific Oaks, that the units are in a location that is appropriate and desirable for the City's affordable housing program, and that the needs of the City's low and very low income

residents are being met at that point and time. This also ensures the long term protection of existing affordable housing stock at affordable rates in the community.

Policy LU 8.4 Affordable Housing Development. [GP] *The land area addressed by this policy, which was redesignated from nonresidential to residential use through adoption of this plan, is intended to accommodate a substantial portion of the future production of affordable housing units within the city. These sites shall be subject to an Affordable Housing Overlay Zone.*

The project includes 100 new condominium units, which would initially be operated as a market rate rental project. Neither a rental affordability restriction, nor a restriction as to length of time within which the project would remain as a rental project, is proposed. With regard to the initial rental period, given the demand for rental units in the community, rental projects are not restricted with regard to affordability in the City's Housing Element.

~~Upon conversion sale of the units from rental to for-sale units, the applicant proposes for-sale price restrictions for 40-20 of the units. These units would be sold at moderate (5), and above-moderate (5), low (5) and very low (5) sales prices and would be accordingly sales restricted for 45 years. An alternative site to provide the low and very low income units that is an appropriate location is the Pacific Oaks Apartments located at 7170 Davenport Road. See discussion of Policy LU 8.2 above.~~

~~In addition to the on-site affordable for sale units, 10 rental units would be provided at an existing off-site rental housing development, also owned by the Towbes Group, Pacific Oaks. These 10 units would be rental price restricted to the following affordability rates: extremely low/very low (5 units) and low income (5 units), with the applicant requesting the option to propose an alternate location for these off-site units in the future, subject to the City's approval. In addition, the applicant reserves the right to request a trade-off of extremely low and very low income units for moderate income units at the time of conversion, at the City's discretion in accordance with HE 11.4.~~

~~The additional 10 units falling within the low (5) and very low/extremely low (5) affordability range are proposed to be located outside of the Central Hollister Development area. However, the proposed rental restrictions, on 10 existing units within the Pacific Oaks development, are considered to be of similar value with regard to the intent of providing affordable units in the community. The 10 off-site rental restricted units within the off-site Pacific Oaks development would conserve existing rental housing stock (consistent with Policy HE 8) and would provide the maximum term allowed for affordability restrictions on these units. Like the Central Hollister Residential area, the Pacific Oaks project site is located in proximity to services, including recreational opportunities, shopping, dining, entertainment and public transit and such services are accessible to residents by alternative modes of transportation including walking and biking. The Identified off-site Pacific Oaks location, near Camino Real Marketplace, is actually located in closer proximity to these services. The project would therefore be consistent with LU 8.4.~~

Policy LU 8.5 Coordinated Development Plan and Quality Design. [GP] *In considering proposed projects within the Central Hollister Residential Development Area, emphasis shall be given to coordinated planning and design for the mixed-use area as a whole, including the parcels designated for Business Park uses. This may be accomplished by amendment of the Raytheon Specific Plan for lands within its boundaries and by preparation of a second Specific*

Plan encompassing lands within the North Willow Springs area. The provisions of the specific plans shall:

- a. Ensure that the various uses are blended in a manner so that each use is compatible with the others on an individual site, as well as uses on adjacent sites.*
- b. Ensure that any future residential development will not threaten the continued viability of the existing Business Park uses.*
- c. Require that design and location of internal roadways and circulation be integrated with external circulation in a manner that improves overall safety and traffic flow.*
- d. Provide for appropriate internal street, bicycle, and pedestrian circulation systems.*
- e. Provide an adequate supply of parking within each development, with consideration of shared (or joint) parking between uses where peak parking demand is in the daytime and uses where peak demand is typically in the evening hours.*
- f. Require that any future housing development create a living environment that is attractive, with high-quality architectural and landscape design.*
- g. Provide for a mix of unit sizes (number of bedrooms) in residential projects.*
- h. Ensure that future development will include ample open space, recreational facilities, and other amenities for employees and residents of the new housing.*

Policy LU 8.6 Performance Standards. [GP] *Performance standards applicable to development within this area shall ensure that:*

- a. The scale and design of uses are compatible with each other and reinforce the character and functions of other uses in the area and surrounding areas.*
- b. The timing of new development will ensure a balance of housing and commercial uses.*
- c. Lighting, noise, odors, and air pollutant emissions from commercial and Business Park uses will not interfere or conflict with residential uses.*
- d. Signage will be controlled and limited to maintain an attractive living environment.*
- e. Curb cuts for driveway access to individual properties will be minimized and sharing of access encouraged.*
- f. Efficient and attractive pedestrian and bicycle connectivity will be provided between uses.*
- g. Pedestrian-oriented outdoor spaces will be provided at strategic locations in the development.*
- h. Adequate and safe motorized and non-motorized access to each site is provided.*

The existing Specific Plan, adopted by the County of Santa Barbara in 1984 and partially revised in 1999 would be repealed as part of the Willow Springs Phase II project. The Specific Plan has become outdated with the incorporation of the City in 2002 and the City's subsequent planning efforts. The Specific Plan is currently inconsistent with the City's General Plan, which authorizes residential rather than industrial development for the Willow Springs II site. The existing 235-unit Willow Springs project has been completed and occupied and is subject to more detailed criteria in the project conditions of approval than the more general guidance included in the Specific Plan policies. The Specific Plan's policies are based on County standards from the 1980's, while existing City policies that will be applied to future development on the site – including those applicable to housing opportunity sites – are far more detailed and

resource-protective than are those in the Specific Plan. A new or modified Specific Plan is not necessary to accomplish the intent of LU 8.5. The project as proposed in the Development Plan and companion permit requests, along with conditions of approval, which would apply to an approved development onsite, would ensure consistency with LU 8.5.

The project is designed for internal connectivity to the existing 235-unit residential development via roadways and walking paths, providing residents access to all recreational amenities. The project would also essentially mimic the architecture, materials, landscaping, lighting and street treatments of the existing development, ensuring compatibility with the existing Willow Springs residential development. One exception ~~would~~ is ~~be~~ that exterior lighting ~~might~~ fixtures will be slightly modified to comply with current “dark-sky” lighting standards. Project residents ~~would~~ will be able to access the entirety of Willow Springs Phases I and II, including all existing and planned passive and active recreational amenities via walking paths, bicycle or by car.

Based on a review of the parking analysis and compliance with Zoning Ordinance parking standards, adequate parking is provided for residents, near the individual units as well as near the clubhouse.

A noise study submitted by the applicant was, peer reviewed as part of EIR preparation. The conclusion of the peer review is that, ~~concludes~~ that noise levels in exterior living areas (balconies) may approach or exceed 60 dBA CNEL, particularly in second story units fronting Camino Vista Road. ~~future~~ Future residents would not be exposed to excessive interior noise levels from adjacent uses nor would project generated noise impact existing surrounding uses. ~~However,~~ Mitigation is identified to minimize residents’ noise exposure ~~for on patios and balconies facing fronting~~ Camino Vista Road. In addition, the proposed traffic calming measures identified in the Transportation section of the EIR (T 1-1) are expected to minimize use of the new Camino Vista Road extension by large delivery trucks related to the adjacent Aero Camino industrial area and associated noise from such truck traffic.

A review of surrounding industrial uses as part of the project EIR preparation, including review of the use of hazardous materials on these sites, concluded that residents would not be exposed to significant hazards associated with current uses. ~~However, the EIR identifies mitigation recommending notice to future renters/owners regarding the presence of adjacent industrial uses to the east, as the industrial uses and practices are subject to change over time.~~

The Fire Department letter dated July 13, 2009 (provided in Appendix E) concludes that the low levels of hydrocarbons found in the stockpile soils that will be used for fill soil in the proposed development are “most likely naturally occurring crude oil remnants”. The Fire Department does not consider use of these soils in the development to be a health hazard to future residents and therefore has determined that specific notification to future tenants addressing these soils is not necessary. A peer review of the Fire Department correspondence and applicant submitted reports (AMEC 03/09, Rincon 12/08, Rincon 11/08) addressing the on-site stockpiled soils was performed as part of the EIR preparation. The EIR consultants concur with the Fire Department’s conclusions that stockpiled soils can be used for fill soil in the Willow Springs II project without resulting in significant health impacts to future residents.

No signs are proposed or under consideration at this point in the development review process. Project conditions of approval will require review and approval of future signs, consistent with the City’s Sign Ordinance.

A new wall and landscape screening are identified along the eastern property line to provide a physical and partial visual buffer between the existing industrial and future residential uses, with substantially more landscaping than is provided between the industrial area and the existing Willow Springs I development.

Existing Business Park uses are located west of Los Carneros Road. The project is not expected to impact or be impacted by these Business Park uses due to the distance and the visual and topographic buffers which will separate these uses. With incorporation of mitigation measures identified in the EIR Transportation section, the layout of the existing street network can handle project-generated traffic.

The project would complete the planned public roadway improvements, including extension of Camino Vista Road, with just one new curb cut for Willow Springs Court, the new private access into the development. The extension of Camino Vista Road will~~would~~ provide a through-connection between the Aero Camino industrial area (on the east) and Los Carneros Road (on the west), with associated on-road bike lanes in both directions as well as landscaping and sidewalks along the project frontage (on the south side of the Camino Vista extension). The bikeways ~~would~~will connect with bike paths along Los Carneros Road and future bikeways proposed within the Los Carneros Village community.

The Willow Springs II development ~~would~~includes a mix of one, two and three-bedroom units. The DRB had positive comments regarding the existing Willow Springs I development and the fact that the project ~~would~~ include the same architecture and common area features, including building materials and landscaping (although more trees along the eastern property line and additional saline tolerant species are included). Open space and recreation amenities are provided with the existing and proposed walking paths, including the walking track surrounding the central 2.37 acre Willow Springs I open space area, the small playground and clubhouse facilities (e.g., swimming pool, ~~and exercise and entertainment rooms, kitchen-gym~~), and assurance per REC 1-1 of the future park identified in the General Plan (Willow Springs Park, near Willow Springs II apartments) on the north side of Camino Vista Road with development of the Willow Springs North development the addition of a new tot lot near the Willow Springs II common laundry building and installation of parcourse exercise equipment on the perimeter of the track surrounding the Lot 20 open space within Willow Springs I. Therefore, the project is consistent with the above policies.

4.9.2 Open Space Element

Policy OS 6: Public Park System Plan [GP]

Objective: *To develop a well-maintained, interconnected system of multi-functional parks, recreation facilities and public open spaces that will meet the needs of existing and future residents and employees and that are attractive, safe, and accessible to all segments of the city's population, and supportive of established neighborhoods.*

Policy OS 6.1 Definition. *[GP] The following types of public parks and open space are defined by this plan: mini parks, neighborhood parks, neighborhood open space, community parks, regional open space, and special-use parks. The provisions set forth in subsequent sections of this policy define each of these categories and provide criteria and standards applicable to each category.*

Policy 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.

Policy OS 6.4 Neighborhood Parks. [GP] Neighborhood parks provide the nearby residential neighborhood with active recreational activities for a variety of age groups. The following standards shall apply to neighborhood parks:

- a. The typical service area radius shall be 0.5 mile.
- b. The typical size shall be less than 10 acres.
- c. Neighborhood parks should be easily accessible to the surrounding neighborhood population through safe pedestrian and bicycle access. Neighborhood parks do not generally require onsite parking, although a limited amount of parking may be provided.
- d. Typical facilities provided in neighborhood parks include playgrounds and associated equipment, picnic tables, open undeveloped areas, lawns or grassy areas for field games, and benches.
- e. Neighborhood parks may be developed as a school park or community center park.

Policy OS 6.10 Design and Management of Public Parks and Open Space. The City should ensure that park, recreation, and open space facilities are designed and managed in a manner that is consistent with protection of the ecology of the natural systems at each park site and that will serve the needs of the intended user groups. The following criteria shall apply to the design and management of public parks and open space areas:

- a. Wherever feasible and appropriate, landscaping should emphasize native and drought-tolerant, noninvasive species that will reduce maintenance costs and water use and be supportive of wildlife habitats.
- b. To the extent feasible, the City shall maintain parks and open space areas without the use of herbicides, pesticides, chemical fertilizers, and other toxic substances. Herbicide use is restricted within 100 feet of the top-of-bank of any watercourse in parks and open space to those herbicides approved by the U.S. EPA for use in aquatic environments.
- c. The types of improvements and facilities at each site should be based on the recreation and leisure needs of the targeted user groups and the physical opportunities and constraints of the site.
- d. Improvements should provide for convenient access by pedestrians from the adjacent neighborhood areas.
- e. The design of improvements shall provide for maximum visibility of the park from public streets and incorporate measures to assure adequate security and safety for users.
- f. Provision of lighting shall be limited to the minimum needed for the types of uses planned in order to reduce light pollution and glare. Lights shall not be directed upward or into adjacent habitat.

- g. Adequate off-street parking to serve the intended uses shall be provided in order to minimize the burden placed on on-street parking in the neighborhood.

Policy OS 6.11 Planned New Parks and Open Space. [GP] (as requested to be amended)

The locations of planned new public parks and open space are shown on Figure 3-2 and described in Table 3-1. Specific improvements will be implemented as conditions require and when funding is available. These planned new public parks and open space include:

- a. Expansion of the Armitos Park. An approximately 4-acre neighborhood park located in the vicinity of Old San Jose Creek between Hollister Avenue and Armitos Avenue adjacent to the Armitos Park in Old Town.
- b. A park in the southern portion of Old Town. A 4- to 5-acre active recreation community park, potentially including sports fields, located on or in the vicinity of the former drive-in theater in Old Town between the Santa Barbara Airport and SR-217.
- c¹. Willow Springs Park. A 2- to 3-acre neighborhood park in the proposed Willow Springs Phase II North project located south of US-101, ~~and~~ east of Los Carneros Road, ~~and north of Camino Vista~~, on property totaling approximately ~~19~~ 14.46 acres.
- d. Village at Los Carneros Park. A 3- to 5-acre neighborhood park in the proposed Village at Los Carneros project located south of US-101 and west of Los Carneros Road, on property totaling approximately 18 acres. The park should include active recreation facilities, such as fields suitable for organized sports.
- e. Cabrillo Business Park Open Space. An approximately 15-acre neighborhood open space located west of Santa Barbara Airport on an approximately 92-acre property bound by Hollister Avenue and Los Carneros Road.

Parks and open space in new developments shall be open to the general public and not limited to residents of individual development projects.

Table 3-1
(excerpt; as requested to be amended)

Existing And Planned Parks And Open Space Areas

Assessor's Parcel Number	Map#	Name	Park Type	Acres	Description
073-060-031 through 073-060-043 g ²	C	Willow Springs Park	Neighborhood Park	2.0-3.0	South of US-101, east of Los Carneros Road, and north of Camino Vista

¹ Strike-thru and underlined language represent amended text pursuant to the companion General Plan Amendment case (11-GPA-080).

² Amendment of Open Space Element Table 3-1(C) deletes reference to APNs 073-060-044, -045, -046, -047, -048. Remainder APNs include 073-060-031 to 073-060-043.

Policy OS 6.12 Public Use of Private Facilities. [GP] Private open space and recreational facilities shall be made accessible to the public whenever the associated development is granted concessions related to park impact fee reductions, open space dedication, or other similar benefits.

Policy OS 7.5 Open Space for Outdoor Recreation. [GP] Lands designated in Figure 3-5 for outdoor recreation include Goleta's diverse City-owned parks and open space areas, as well as private lands that are devoted to active recreation. Private lands, such as Girsh Park and the Sandpiper Golf Course, may be available to the general public or may be for the exclusive use and enjoyment of residents or customers of particular development projects. The following shall apply to lands designated for outdoor recreation:

- a. City-owned parks and recreation areas shall be managed in accord with the provisions of Policy OS 7.
- b. Lake Los Carneros Natural and Historic Preserve shall be managed primarily as a passive preserve, with low intensity activities allowed near the Stow House, the historic farm buildings, and the historic Goleta Train Depot and South Coast Railroad Museum.
- c. Private lands for outdoor recreation, including but not limited to Girsh Park and Sandpiper Golf Course, shall be protected and preserved for the valuable contribution that they make to the supply of recreation services available to residents of Goleta and adjacent areas.
- d. The City should maximize the use of the existing park, recreation, and open space resources within the City by connecting them with an integrated system of trails and sidewalks.
- e. General locations for proposed or planned future park sites are shown in Figure 3-2.

Policy OS 7.8 Provision of Open Space in New Development. [GP] A minimum open space area shall be required in new development situated in certain land use categories, as set forth in the applicable policies of the Land Use Element. These private open space areas shall be in addition to any public park and open space land that may be required to be dedicated pursuant to the Quimby Act or other state or local statutes. Although private open space areas may be reserved to protect resources or avoid development in areas subject to hazards, such reservations shall include lands usable for outdoor recreation activities, where feasible.

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.
- b. At its discretion, the City may allow any appropriate park and recreational facilities provided within a development to meet all or part of the mitigation requirement in lieu of payment of a portion of the impact fee only if they are open and accessible to the public.
- c. Within new subdivisions, where the City may allow dedications of land in lieu of payment of fees pursuant to California Government Code Section 66477 (Quimby Act), the land area to be dedicated shall be usable space for active recreation purposes.

Policy OS 9.3 Alternatives to Impact Fees. [GP] *In appropriate circumstances for larger development proposals, the City may consider using alternatives to impact fees for meeting park, recreation, and open space needs. These alternatives may include negotiated development agreements wherein the developer agrees to provide land and construct appropriate park, recreation, and open space facilities that will be dedicated to the City and made available for use by the general public. Any agreements may also include a funding mechanism for maintenance of the dedicated facilities.*

The project would provide a private yard or patio area for each of the 100 condominium units as well as a new tot lot near the common laundry facilities for Willow Springs II. In addition, the project residents would have access to all common area recreational amenities in the existing Willow Springs development, including the clubhouse, swimming pool and tot lot, the walking/jogging track around open space Lot 20, and other existing and proposed walkways throughout the development. These amenities will be equally accessible to all residents of the existing 235 units and the 100 condominium units of the Willow Springs II development. No public access/use of these facilities is proposed as part of the project. EIR mitigation and conditions of approval will require the applicant to record CC&Rs, acceptable to the City of Goleta, which address joint access, use, and maintenance of all recreational amenities and other infrastructure on-site.

Policy OS 6.2 (Equitable Distribution of Park Facilities) and related Table 3-1 and Figure 3-2 identify the planned future public park and recreation facilities and public open space areas in the City. These facilities have been sited to address areas of the City that are currently deficient in provision of park space and/or to address areas subject to new development which will exacerbate demand on existing limited recreational opportunities, particularly active recreational amenities, in the community. The General Plan (Figure 3-2, Table 3-1, OS 6.11) identifies a future Willow Springs Park with the following criteria³:

Location: Camino Vista by Willow Springs Phase II Apartments
 APNs 073-060-031 to 073-060-048-043
 (~~Willow Springs II and future Willow Springs North APNs~~)
 Type: Neighborhood Park
 Size: 2-3 acres
 Figure 3-2: Shown as \triangle "C" on north side of Camino Vista Road, opposite Willow Springs II

Concurrent with the Willow Springs II development proposal is a request for General Plan amendments to modify the General Plan policies for provision of Willow Springs Park located generally within the Willow Springs II and Willow Springs North properties. The General Plan amendments ~~would~~ narrow the location of this park to the adjacent and larger Willow Springs North property, on the north side of Camino Vista Road. At the time of General Plan adoption it was assumed that the entire property between the existing Willow Springs community and the railroad tracks would be developed as one project, variously referred to as Willow Springs II and North Willow Springs in the General Plan.

The Willow Springs II project will share the existing open space and recreational facilities located within the first phase of the Willow Springs development, which include walking/jogging paths throughout the development and around the passive open space lot in the center of the

³ The policy language included in this section assumes approval of the language included in the applicant's requested General Plan Amendments.

site, as well as access to the playground, pool, and clubhouse amenities, which can be used for community gatherings.

Mitigation Measure REC 1-1 and REC 1-2 ~~will ensure~~ that additional active recreational amenities will be provided with the project development to accommodate the majority of increased demand generated by residents of the new 100 units. These amenities include the addition of a tot lot near the new common laundry area and the inclusion of paracourse equipment accessible to Willow Springs I and II residents along the outer perimeter of the walking/jogging track on Lot 20 (subject to consultation with local Native Americans) ~~and/or along other walking paths within Willow Springs I and II, including, but not limited to, the path adjacent to the wetland.~~ Existing and future active recreational amenities for residents of Willow Springs I and II will reduce project specific increased demand on recreational facilities/opportunities to adverse, but less than significant levels.

The project would also be required to pay Quimby fees for each of the 100 new condominium units. These fees are directed toward the creation of public parks and open spaces for use by residents of new subdivisions. In addition, because the project would not be providing recreational amenities open to the public, the applicant is responsible for payment of Quimby fees, without off-set reductions, for each of the new 100 condominium units to address the project's contribution toward increased and exacerbated cumulative demand for public recreational opportunities, including active recreational facilities such as sport fields.

Therefore, the project is considered consistent with the above policies.

Policy OS 4.7 Acquisition/Dedication of Trails [GP]—*The City shall create a system of interconnecting, useable public trails within designated trail corridors through a combination of mechanisms such as required dedications of easements, public purchase, land exchange, private donation and other voluntary means. Trail easement dedications shall be required as a condition of approval for development on property that contains a mapped trail corridor when the dedication will mitigate adverse impacts created by the project on public access and/or recreation. Development and the trail alignment shall be sited and designed to provide maximum privacy and safety for both residents and trail users. The corridors for proposed trail segments shown on Figure 3-2 are conceptual, and precise alignments shall be determined at the time of development approval.*

This policy requires dedication of trail easements when such easements will mitigate adverse impacts created by the project on public access and recreation. Although private walking and jogging paths are provided within Willow Springs I and II ~~will be provided within the Willow Springs II~~ development, there are no public trail easements identified for the project site on Figure 3-2. Therefore, the project is considered consistent with this policy.

Also, please refer to discussion of policies LU 8.6 and 11.1 for discussion of proposed bike paths and future park.

Policy OS 8: Protection of Native American and Paleontological Resources

[GP/CP] Objective: *To identify and protect prehistoric and historic cultural sites and resources from destruction or harmful alteration.*

Policy OS 8.1 Definition. [GP/CP] *Cultural resources include Native American archaeological sites and areas of the natural landscape that have traditional cultural significance. Archaeological sites include prehistoric sites that represent the material remains of Native*

American societies and their activities and ethnohistoric sites that are Native American settlements occupied after the arrival of European settlers in California. Such archaeological sites may include villages, seasonal campsites, burial sites, stone tool quarry sites, hunting sites, traditional trails, and sites with rock carvings or paintings. Areas of traditional cultural significance include Native American sacred areas where religious ceremonies are practiced or which are central to their origins as a people, as well as areas traditionally used to gather plants for food, medicinal, or economic purposes.

Policy 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.*

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

Policy OS 8.5 Mitigation. [GP/CP] *If research and surface reconnaissance shows that the project area contains a resource of cultural significance that would be adversely impacted by proposed development and avoidance is infeasible, mitigation measures sensitive to the cultural beliefs of the affected population shall be required. Reasonable efforts to leave these resources in an undisturbed state through capping or covering resources with a soil layer prior to development shall be required. If data recovery through excavation is the only feasible mitigation, the City shall confer with the affected Native American nation or most-likely descendants, as well as agencies charged with the responsibility of preserving these resources and organizations having a professional or cultural interest, prior to the removal and disposition of any artifacts.*

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.*

These policies are intended to provide for evaluation, protection and mitigation of archaeological and cultural resources. The site has been the subject of numerous cultural resource

evaluations, including a peer review of available archaeological studies, as part of the project EIR analysis. The EIR consultants have also met with local interested Native Americans regarding the site review and available cultural resource information. The peer review concluded that the project design (including placement of fill over areas of cultural significance to avoid disturbance of intact soils) and Mitigation Measures CR 1-1 through CR 1-10, and CR 2-1 provide for the evaluation, protection, and mitigation of potential impacts to cultural resources. As such, the project is considered consistent with these policies.

4.9.3 Conservation Element

Policy CE 1.1 Definition of Environmentally Sensitive Habitat Areas. [GP/CP] ESHAs shall include, but are not limited to, any areas that through professional biological evaluation are determined to meet the following criteria:

- a. Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and that could be easily disturbed or degraded by human activities and developments.
- b. Any area that includes habitat for species and plant communities recognized as threatened or endangered by the state or federal governments; plant communities recognized by the State of California (in the Terrestrial Natural Communities Inventory) as restricted in distribution and very threatened; and those habitat types of limited distribution recognized to be of particular habitat value, including wetlands, riparian vegetation, eucalyptus groves associated with monarch butterfly roosts, oak woodlands, and savannas.
- c. Any area that has been previously designated as an ESHA by the California Coastal Commission, the California Department of Fish and Game, City of Goleta, or other agency with jurisdiction over the designated area. (Amended by Reso. 09-59, 11/17/09)

Policy CE 1.2 Designation of Environmentally Sensitive Habitat Areas. [GP/CP] ESHAs in Goleta are generally shown in Figure 4-1, and Table 4-2 provides examples of the ESHAs and some locations of each. The provisions of this policy shall apply to all designated ESHAs. ESHAs generally include but are not limited to the following:

- a. Creek and riparian areas.
- b. Wetlands, such as vernal pools.
- c. Coastal dunes, lagoons or estuaries, and coastal bluffs/coastal bluff scrub.
- d. Beach and shoreline habitats.
- e. Marine habitats.
- f. Coastal sage scrub and chaparral.
- g. Native woodlands and savannas, including oak woodlands.
- h. Native grassland.
- i. Monarch butterfly aggregation sites, including autumnal and winter roost sites, and related habitat areas.
- j. Beach and dune areas that are nesting and foraging locations for the western snowy plover.
- k. Nesting and roosting sites and related habitat areas for various species of raptors.
- l. Other habitat areas for species of wildlife or plants designated as rare, threatened, or endangered under state or federal law.

- m. Any other habitat areas that are rare or especially valuable from a local, regional, or statewide perspective. (Amended by Reso. 09-59, 11/17/09)

Policy CE 5.1 (Designation of ESHAs) The following habitats, which are not specifically included in other policies, are hereby designated ESHAs:

- a. Native grasslands.
- b. Coastal sage scrub and chaparral.

Policy CE 5.3 (Protection of Coastal Sage Scrub and Chaparral) In addition to the provisions of Policy CE 1, the following standards shall apply:

- a. For purposes of this policy, existing coastal sage scrub is defined as a drought-tolerant, Mediterranean habitat characterized by soft-leaved, shallow-rooted subshrubs such as California sagebrush (*Artemisia californica*), coyote bush (*Baccharis pilularis*), and California encelia (*Encelia californica*). It is found at lower elevations in both coastal and interior areas where moist maritime air penetrates inland. Chaparral is composed mainly of fire- and drought-adapted woody, evergreen, shrubs and generally occupies hills and lower mountain slopes.
- b. To the maximum extent feasible, development shall avoid impacts to coastal sage scrub and chaparral habitats that would destroy, isolate, interrupt, or cause a break in continuous habitat that would (1) disrupt associated bird and animal movement patterns and seed dispersal, and (2) increase erosion and sedimentation impacts to nearby creeks or drainages.
- c. Impacts to coastal sage scrub and chaparral habitats shall be minimized by providing at least a 25-foot buffer restored with native species around the perimeter of the delineated habitat area.
- d. Removal of nonnative and invasive exotic species shall be allowed; revegetation shall be with plants or seeds collected within the same watershed whenever feasible.

Policy CE 1.3 Site-Specific Studies and Unmapped ESHAs. [GP/CP] Any area not designated on the ESHA map in Figure 4-1 that meets the ESHA criteria for the resources specified in CE 1.1 shall be granted the same protections as if the area was shown on the map. Proposals for development on sites where ESHAs are shown on the map or where there is probable cause to believe that ESHAs may exist shall be required to provide the City with a site-specific biological study that includes the following information:

- a. A base map that delineates topographic lines, parcel boundaries, and adjacent roads.
- b. A vegetation map that identifies species that may be indicators of ESHAs.
- c. A soils map that delineates hydric and nonhydric soils, if applicable.

Policy CE 1.4 Illegal Destruction of ESHAs Any area mapped as an ESHA in Figure 4-1 shall not be deprived of the protections granted by this plan on the basis that the habitat has been illegally removed or degraded, or because the nature or role of a species that is rare or especially valuable has been eliminated.

Policy CE 1.5 (Corrections to Map of ESHAs) If a site-specific biological study contains substantial evidence that an area previously shown as an ESHA on Figure 4-1 does not contain

habitat that meets the definition of an ESHA for reasons other than that set forth in CE 1.4, the City biologist and the Planning Commission shall review all available information and determine if the area in question should no longer be considered an ESHA and therefore not be subject to the ESHA protection policies of this plan. If the final decision-making body determines that the area is not an ESHA, a map modification shall be included in the next General Plan/Coastal Land Use Plan amendment.

Policy CE 1.6 Protection of ESHAs [GP/CP]—ESHAs shall be protected against significant disruption of habitat values, and only uses or development dependent on and compatible with maintaining such resources shall be allowed within ESHAs or their buffers. The following shall apply:

- a. No development, except as otherwise allowed by this element, shall be allowed within ESHAs.
- b. A setback or buffer separating all permitted development from an adjacent ESHA shall be required and shall have a minimum width as set forth in subsequent policies of this element. The purpose of such setbacks shall be to prevent any degradation of the ecological functions provided by the habitat area.
- c. Public accessways and trails are considered resource-dependent uses and may be located within or adjacent to ESHAs. These uses shall be sited to avoid or minimize impacts on the resource to the maximum extent feasible. Measures—such as signage, placement of boardwalks, and limited fencing or other barriers—shall be implemented as necessary to protect ESHAs.
- d. The following uses and development may be allowed in ESHAs or ESHA buffers only where there are no feasible, less environmentally damaging alternatives and will be subject to requirements for mitigation measures to avoid or lessen impacts to the maximum extent feasible: 1) public road crossings, 2) utility lines, 3) resource restoration and enhancement projects, 4) nature education, and 5) biological research.
- e. If the provisions herein would result in any legal parcel created prior to the date of this plan being made unusable in its entirety for any purpose allowed by the land use plan, exceptions to the foregoing may be made to allow a reasonable economic use of the parcel. This use shall not exceed a development footprint of 20 percent of the parcel area and shall be subject to approval of a conditional use permit. Alternatively, the City may establish a program to allow transfer of development rights for such parcels to receiving parcels that have areas suitable for and are designated on the Land Use Plan map for the appropriate type of use and development.
- f. Any land use, construction, grading, or removal of vegetation that is not listed above is prohibited.

Policy CE 1.7 Mitigation of Impacts to ESHAs [GP/CP]—New development shall be sited and designed to avoid impacts to ESHAs. If there is no feasible alternative that can eliminate all impacts, then the alternative that would result in the fewest or least significant impacts shall be selected. Any impacts that cannot be avoided shall be fully mitigated, with priority given to onsite mitigation. Offsite mitigation measures shall only be approved when it is not feasible to fully mitigate impacts on site. If impacts to onsite ESHAs occur in the Coastal Zone, any offsite mitigation area shall also be located within the Coastal Zone. All mitigation sites shall be monitored for a minimum period of 5 years following completion, with changes made as necessary based on annual monitoring reports. Where appropriate, mitigation sites shall be subject to deed restrictions. Mitigation sites shall be subject to the protections set forth in this

plan for the habitat type unless the City has made a specific determination that the mitigation is unsuccessful and is to be discontinued.

The applicant submitted biological reports for the site consistent with CE 1.1. These reports were peer reviewed as part of EIR preparation, in addition to additional independent review and research regarding the site's biological resources.

The extent and type of vegetation onsite reflects historic and ongoing soil disturbance, including extensive historic row crop and orchard cultivation and more recent grading activities associated with the permitted soil stockpiles. There are no rare, threatened, endangered, sensitive, limited in distribution or otherwise especially valuable plants or habitats found on the project site.

Vegetation on the project site consists of predominantly non-native species. Directly to the south (and off-site) is an oval-shaped private open space preserve area, referred to as Lot 20 of the existing Willow Springs development. This open space area primarily contains non-native grasses, forbs and sparse amounts of coyote bush (*Baccharis pilularis*). The perimeter of the open space contains a trail and is landscaped with a combination of ornamental and native species. The Los Carneros Wetland, also off-site, is located in the southwest corner of the existing Willow Springs development.

More specifically, vegetation on the Willow Springs II project site is comprised of coyote brush scrub dominated by coyote bush (*Baccharis pilularis*) with an understory of non-native grasses and forbs. Less than 1% of this scrub community is comprised of California sage brush. The general area that consists of coyote brush scrub is currently designated as a "coastal sage scrub" ESHA on General Plan Figure 4-1. However, the coyote brush scrub does not meet the relevant General Plan policy criteria to be considered an ESHA or coastal sage scrub, particularly with regard to Policies CE 5.3, CE 1.1a and CE 1.1b. Further, Conservation Element policy CE 1.5: *Corrections to Map of ESHAs* allows ESHAs to be removed from Figure 4-1 of the General Plan if a site-specific biological study demonstrates substantial evidence that the area does not, in fact, contain habitat that meets the definition of an ESHA as determined by the City's biologist and Planning Commission.

The coyote brush scrub found on-site does not meet the definition of coastal sage scrub outlined in Policy CE 5.3 and does not have the compositional characteristics of coastal sage scrub, as described in *Preliminary Descriptions of Terrestrial Natural Communities of California* (Holland 1986). Holland (1986) does not include coyote bush as a characteristic species of coastal sage scrub, and the scrub vegetation at the site lacks any significant cover of any sage species. Furthermore, *A Manual of California Vegetation 2nd ed.* (2009), which sets forth the most current natural community classification system recognized by the California Department of Fish and Game (CDFG), does not list coyote brush scrub as a component of coastal sage scrub. The coyote brush scrub also does not meet CE 1.1a or CE 1.1b definitions of ESHA, and is not "rare or especially valuable because of its special nature or role in an ecosystem," when considering the sum of the following conditions:

- Coyote brush scrub is a common plant community. Coyote brush scrub receives the lowest rarity ranking (G5S5) and is not considered sensitive by the State of California;
- The coyote brush scrub at the site is disturbed, contains high cover of invasive species, low native plant species diversity, and has become established at the site relatively recently since the area was last graded;

- Listed wildlife species are not expected to reproduce at the site, and the site is not essential to the life-cycle of any listed wildlife species;
- Listed plant species have not been found at the site, and are not expected due to prior grading and agricultural use, as well as the site's existing disturbed condition; and
- The coyote brush scrub is a patch of vegetation within an urban area that is only loosely connected to other native habitats. Species such as the white-tailed kite may occasionally forage or take cover here but the site is not used for nesting nor is it essential to their survival. With regard to wildlife corridors, to the extent that the site sits between the Goleta Slough, the wetland on WS I, and Lake Los Carneros, project development would not preclude raptors from flying between these areas.

The City's General Plan FEIR describes coastal sage scrub and coyote brush scrub as distinct vegetation communities

Based on the discussion above, as well as the analysis provided in Section 4.3 *Biological Resources*, it has been determined that the coyote brush scrub vegetation onsite, which is currently mapped as an ESHA in the General Plan, does not qualify as an ESHA; and therefore, the City's ESHA policies are not applicable to this vegetation. The General Plan Amendment request to remove the coastal sage scrub ESHA designation, currently identified on a portion of the Willow Springs II site is appropriate, given the above explanation that this area does not in fact contain coastal sage scrub habitat and that the mapping carryover from the County's Goleta Community Plan is in error.

There are no known raptor nest sites on the project site nor is the site essential to the survival of area raptors. The site is, however, used intermittently by raptors for foraging and listed species (white-tailed kite) may occasionally forage or take cover within the project site. With regard to wildlife corridors, to the extent that the site sits between the Goleta Slough, the Willow Springs Wetland and Lake Los Carneros, project development would not preclude raptors from flying between these areas. However, the EIR recommends planting of additional vegetation within the existing passive open space to the south to provide an enhanced buffer between this open space and surrounding human activities, with the potential of increasing use of this open space for foraging. To partially offset the loss of foraging habitat for raptors onsite, a variety of native plantings will be added to the existing open space lot to provide a better variety of cover for raptors.

Therefore, the project is considered consistent with the above policies.

See discussion below regarding protection of the Los Carneros Wetland, located in the southwest corner of the existing 235-unit Willow Springs I development, and the Goleta Slough, located south of Hollister Avenue. Both of these off-site wetlands are appropriately considered ESHAs.

Policy 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.

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.*
- b. *Land divisions for parcels within or adjacent to an ESHA shall only be allowed if each new lot being created, except for open space lots, is capable of being developed without building in any ESHA or ESHA buffer and without any need for impacts to ESHAs related to fuel modification for fire safety purposes.*
- 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. *All new development should minimize potentially significant noise impacts on special-status species in adjacent ESHAs.*
- g. *All new development shall be sited and designed to minimize the need for fuel modification, or weed abatement, for fire safety in order to preserve native and/or nonnative supporting habitats. Development shall use fire-resistant materials and incorporate alternative measures, such as firewalls and landscaping techniques, that will reduce or avoid fuel modification activities.*
- 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 ESHA shall be prohibited during the rainy season, generally from November 1 to March 31, except as follows: 1) where erosion control measures such as sediment basins, silt fencing, sandbagging, or installation of geofabrics have been incorporated into the project and approved in advance by the City; 2) where necessary to protect or enhance the ESHA itself; or 3) where necessary to remediate hazardous flooding or geologic conditions that endanger public health and safety.*
- 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. (Amended by Reso. 09-59, 11/17/09)*

As discussed above, the coyote brush on the project site should not be considered an ESHA. The General Plan amendment to remove the coastal sage scrub mapped ESHA designation from the site is appropriate. Therefore, the City's ESHA policies, with regard to coastal sage scrub habitat should not apply to the project site.

Project development does have the potential to conflict with the goals of maintaining the ecological functions, including water quality, of two nearby, but off-site, wetland ESHAs: the Willow Springs Wetland and the Goleta Slough. See discussion of wetlands below.

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.

There are no wetlands on the Willow Springs II project site. However, the Goleta Slough is located south of Hollister Avenue and there is an existing wetland, the Los Carneros Wetland, located in the southwestern portion of the existing Willow Springs I development, which in turn drains to the Goleta Slough. As part of the existing Willow Springs development approvals, the Willow Springs wetland is permitted to serve the dual functions of an onsite detention basin and bio-filter for stormwater flows. Further, at the time that the existing Willow Springs I development was approved, the overall drainage system design, including use of the wetland for storm water retention, assumed buildout of the Willow Springs II site and associated stormwater runoff. The Willow Springs Phase II development is separated from the wetland by the existing Willow Springs I residential development. Therefore, project development will not impact existing buffers around the wetland. The project will result in increased stormwater runoff, but project components including a bio-swale along the eastern property line, landscaping to filter roof runoff, covered trash enclosures, incorporation of mechanical filters in the drainage infrastructure, and implementation of mitigation measures WQ 1-1, and WQ 2-1, 2-2 and 2-3 will ensure that the quality and biological integrity of the Willow Springs Wetland and the Goleta Slough are protected. Therefore, the project is consistent with Policy CE 3.5.

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.*

This policy requires buffer areas for active and historic nest sites of special status species. There are no known raptor nest sites on the project site nor is the site essential to the survival of area raptors. Therefore, the project is consistent with this policy. The project will provide

additional plantings of various native plants within Lot 20 (details subject to Fire Department review and approval), which will provide a greater variety of cover and improved buffer from surrounding human activities within this preserved open space area for raptors.

Policy CE 10: Watershed Management and Water Quality [GP/CP]

Objective: *To prevent the degradation of the quality of groundwater basins and surface waters in and adjacent to Goleta.*

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.*

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

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

Policy 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 City's Storm Water Management Plan or a subsequent Storm Water Management Plan approved by the City and 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 applicable standards as required by law. Examples of BMPs include, but are not limited to, 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 as identified in the City's adopted Storm Water Management Plan and other City-approved regulations. (Amended by Reso. 08-06, 2/19/08 and Reso. 09-59, 11/17/09)*

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

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

- b. *Restaurants shall incorporate BMPs designed to minimize runoff of oil and grease, solvents, phosphates, and suspended solids to the storm drain system.*
- c. *Gasoline stations, car washes, and automobile repair facilities shall incorporate BMPs designed to minimize runoff of oil and grease, solvents, car battery acid, engine coolants, and gasoline to the stormwater system.*
- 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.*

Policy 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.*

Policy 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.*

These policies address the construction, design and long-term operation of new developments, to minimize impacts to water quality from project stormwater runoff, including incorporating best management practices (BMPs). The project design incorporates BMPs, including but not limited to bioswales and filters to intercept contaminants in runoff water before it reaches the Willow Springs wetland (to the southwest). The drainage plan ~~would~~ also continues the dual function for the wetland: for biofiltration, to improve water quality of runoff water before it is released to

the Goleta Slough and for retention of stormwater runoff to avoid off-site flooding. The City will require, through the conditions of approval, provisions for installation and long-term maintenance of BMPs. Therefore, the project is considered consistent with these policies.

Policy CE 12.1 Land Use Compatibility [GP]—*The designation of land uses on the Land Use Plan Map (Figure 2-1) and the review of new development shall ensure that siting of any new sensitive receptors provides for adequate buffers from existing sources of emissions of air pollutants or odors. Sensitive receptors are a facility or land use that includes members of the population sensitive to the effects of air pollutants. Sensitive receptors may include children, the elderly, and people with illnesses. If a development that is a sensitive receptor is proposed within 500 feet of U.S. Highway 101 (US-101), an analysis of mobile source emissions and associated health risks shall be required. Such developments shall be required to provide an adequate setback from the highway and, if necessary, identify design mitigation measures to reduce health risks to acceptable levels.*

This policy is intended to ensure that adequate buffers are provided for sensitive receptors from air pollutants. The EIR found that the risk of exposure of project residents (sensitive receptors) to air pollutants generated by mobile sources along Highway 101 and the railroad tracks would not be significant due to the intervening distances between the project site and these transportation facilities (more than 500 feet).

The EIR analysis also included evaluation of the potential for exposure of project residents (sensitive receptors) living at the development to hazards associated with the adjacent Aero Camino industrial area. This involved a preliminary review and analysis of hazards associated with the types of business along Aero Camino and information available from the Fire Department regarding hazardous materials used in these businesses. Based on this review, it was determined that project residents would not be exposed to significant health risks associated with these businesses and their operations.

The stockpiled soils on the project site and Willow Springs North will be used as fill soil on the project site. The EIR analysis concurs with the Fire Department letter of July 13, 2009, that the low levels of hydrocarbons found in some of the stockpile soils are likely naturally occurring and do not pose a health hazard to future residents.

The project is considered consistent with this policy.

Policy CE 12.4 Minimizing Air Pollution from Transportation Sources [GP]—*The following measures are designed to reduce air pollution from transportation sources:*

- a. *Hollister Corridor Mixed Use:* *The Land Use Plan for the Hollister Corridor is designed to:*
 - 1) *Provide new housing near existing workplaces and commercial services to encourage short trips by foot and bicycle.*
 - 2) *Provide new housing near existing bus routes with convenient and high frequency service.*
 - 3) *Provide new housing near the US-101 ramps so as to minimize the length of auto trips on streets within the community.*
 - 4) *Provide new housing at locations near the existing Amtrak line, which could be considered for commuter rail service in the future.*

- b. *Other Land Use Policies:* The following land use policies are designed to reduce demand for auto travel and promote less polluting modes such as bus transit, walking, and bicycling:
- 1) Clustering of moderate density housing and incorporation of residential apartments on upper floors of buildings, particularly in Goleta Old Town.
 - 2) Integration of new housing into existing neighborhood commercial centers.
 - 3) Emphasis on moderate density residential development rather than low-density sprawl.
 - 4) Integrating pedestrian, bicycle, and transit facilities into new development.
 - 5) Establishment of a fixed urban boundary to reduce sprawl outward from the existing urbanized area.
- c. *Transportation Policies:* The following transportation measures are designed to lower emissions of air pollutants by promoting efficient use of the street system:
- 1) Fine-tuning of intersections and their operations to minimize delays.
 - 2) Coordinated signal timing to improve traffic flow.
 - 3) Promotion of improved transit services.
 - 4) Creation of a linked pedestrian circulation system.
 - 5) Provision of a bikeway system.
 - 6) Encouragement of employer-based trip reduction measures such as subsidized bus fares, flexible work hours, vanpools, and similar measures.

This policy identifies various land use patterns and project design elements intended to reduce vehicular emissions. The project is considered consistent with this policy for the following reasons: the multi-family nature of the project, location on top of an infill site specifically designated for moderate density housing, proximity to Highway 101 ramps and the Goleta Amtrak stop and public transit lines, the incorporation of bike lanes along the Camino Vista extension, incorporation of internal walking paths connecting to internal recreational amenities and to sidewalks on Camino Vista and Hollister Avenue, and lastly its proximity to shopping and nearby job opportunities.

4.9.4 Safety Element

Policy 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.

Policy SE 4.4 Setback from Faults [GP/CP]—New development shall not be located closer than 50 feet to any active or potentially active fault line to reduce potential damage from surface rupture. Nonstructural development may be allowed in such areas, depending on how such nonstructural development would withstand or respond to fault rupture or other seismic damage.

Policy SE 5.1 Evaluation of Slope-Related Hazards [GP/CP]—The City shall require geotechnical/geological, soil, and structural engineering studies for all development proposed in areas of known high and moderate landslide potential or on slopes equaling or exceeding 25 percent. The studies shall evaluate the potential for landslides, rockfalls, creep, and other mass movement processes that could impact the development; they shall also identify mitigation to reduce these potential impacts, if needed. The studies shall be included as part of an application for development.

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.

Doug Dunham, GE with Earth Systems Pacific, the project geotechnical engineer, reviewed existing geotechnical reports prepared for previously proposed projects on the larger project site, including Supplemental Soil Engineering and Geologic Hazards Evaluation Report, Retail Outlet Development Los Carneros Depot (Hoover & Associates, May 7, 1996), Soils Engineering Report, Willow Springs Phase 2 Apartments, Northeast of Calle Koral and Camino Vista, (Earth Systems Pacific, June 20, 2008) and the Geologic Map of the Goleta Quadrangle (S.A. Minor, K.S. Kellogg, R.G. Stanley and T.R. Brandt, Open File Report 207-1403). Based on Earth Systems Pacific review of the information in these reports, Mr. Dunham concluded that “the geologic and seismic impacts have been adequately addressed for this site, no other reports or report modifications/updates are considered necessary” (excerpt from Doug Dunham letter January 28, 2009 and conclusions of updated May 2011 report).

In addition to these reports, Fugro West, Inc. (1995) performed geotechnical engineering evaluations, including several borings, within the project site during the period from 1994 to 1995. Fugro West, Inc. also reported on data developed by other consultants in 1982.

Envicom Corporation’s certified engineering geologist, Kenneth Wilson, provided a third party peer review for the technical accuracy of the most recent Earth Systems Pacific Report and related letters, including review of the available older reports referenced by Earth Systems Pacific. The peer review concurs with the Earth Systems Pacific conclusions that there are no active or potentially active earthquake faults underlying the project site and the project site is not located within a State-designated earthquake fault zone (for active surface faulting). However, as is true of much of California, the project site would still be subject to seismic shaking during earthquake events; and therefore, future construction must comply with Zone 4 seismic safety standards to avoid potentially significant impacts associated with seismic shaking. The site is potentially subject to liquefaction, erosion, sedimentation, and expansive soils. The project site is relatively flat with the exception of the soil stockpiles, which would be removed (spread out on the site) to construct the project. Therefore, no impact from landslides or other forms of natural slope instability, or landform alteration would occur as a result of the project. Depending on the final design features of the building foundations, the project structures would be subject to soil settlement.

The peer review concurs with the general findings in the Earth Systems Pacific report and letters and concurs that these documents collectively demonstrate that construction of the

current project is feasible as well as concurs with the recommended geotechnical design measures.

With incorporation of EIR Mitigation Measure GEO 1-1, requiring that specific soils and engineering requirements be incorporated into the project plans, along with EIR Water Quality Mitigation Measures WQ 1-1, 2-1, 2-2, and 2-3, geologic, soils, and geotechnical issues are adequately addressed. Therefore, the project is considered consistent with these policies.

Policy SE 1.4 Deed Restriction in Hazardous Areas. *As a condition of development on property subject to the hazards addressed in this Safety Element, the property owner shall be required to execute and record a deed restriction that acknowledges and assumes responsibility for the risks; waives any future claims of damage or liability against the City; and agrees to indemnify and hold harmless the City against any and all liability, claims, damages, and/or expenses arising from any injury to any person or damage to property due to such hazards.*

The project is not located within the airport approach zone. However, the project is located approximately 2,000 feet north of the Santa Barbara Municipal Airport (SBA) Runway 7 and the FAA considers the project to be within the airport influence area for SBA. Pursuant to the FAA letter dated March 23, 2010, disclosure that the property is within the airport influence area is required for future buyers. According to the more recent FAA letter dated February 24, 2011, the FAA's aeronautical study of the project revealed that the project does not exceed obstruction standards and would not be a hazard to air navigation provided that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to their office within 5 days after construction reaches its greatest height.

Similar to the FAA notice requirement and to ensure consistency with SE 1.4, the City will require that the property owner execute and record a deed restriction prior to recordation, consistent with the language in SE 1.4. Therefore, the project is considered consistent with this policy.

Policy SE 1.5 Subdivision of New Lots in Hazard Areas. *Land divisions, including lot line adjustments, shall be prohibited in areas subject to geologic, seismic, flooding, and other hazards unless it is demonstrated by the subdivider that all lots in the new subdivision will have sufficient buildable land area that is situated outside the hazardous portions of the property.*

This policy requires the applicant to demonstrate that for any subdivision, there is sufficient land within the project site that is free of environmental hazards to accommodate the density and intensity of the proposed development. Physical characteristics of the project site and implementation of feasible mitigation would ensure that the proposed project can be developed in a manner that does not expose future residents to unacceptable risks associated with air emissions from Highway 101 or the Aero Camino industrial area, earthquakes, unstable soils, flooding, contaminated soils, tsunamis, radon gas exposure, etc.

Implementation of Mitigation Measures identified in the Air Quality, Geology, Hazards and Hydrology sections ~~would~~ will reduce hazards and risks to less than significant levels and ensure project consistency with this policy.

Policy 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.*
- b. *Existing critical facilities within the tsunami hazard area should be reviewed by the City Building Official, or designee, in conjunction with the appropriate state agency, to ensure that adequate areas for safe harbor are available on site and/or that other measures or features exist to minimize risk of injuries and deaths in the event of a tsunami.*
- c. *The City, in cooperation with the County and/or State Offices of Emergency Services, encourages development of an emergency notification and evacuation plan in response to a tsunami warning. The City shall cooperate with these agencies to develop educational materials informing people of the causes of tsunamis, tsunami characteristics and warning signs (such as a locally felt earthquake or unusually recession of near-shore waters), and appropriate tsunami-response measures. These educational materials shall be made available to residents of and visitors to Goleta.*

Figure 5-2 in the General Plan (Fire, Flood, and Tsunami Hazards Map) shows the anticipated extent of inundation in the event of a tsunami. ~~The existing figure shows the inundation area extending onto the project site. However,~~ In December 2009, the California Department of Emergency Services provided updated information to coastal cities and counties to replace the existing tsunami maps. This new mapping is based on the newest modeling completed by the University of Southern California, funded through the California Emergency Management Agency by the National Tsunami Hazard Mitigation Program, and depicted on the Tsunami Map for Emergency Planning, Goleta Quadrangle, dated 1/31/09. The Safety Element of the General Plan includes a policy that states: “The City shall periodically update such maps and resources, as new or refined information becomes available.” ~~The City is concurrently processing a~~ General Plan Amendment 11-081-GPA is reviewed in a CEQA Addendum to the Goleta General Plan/Coastal Land Use Plan Final Environmental Impact Report (SCH #2005031151). 11-081-GPA is an amendment to update General Plan Figure 5-2 based on the most up to date mapping information. Based on the current tsunami mapping data, the project site is located outside of the identified tsunami inundation area. Therefore, the project is consistent with this policy.

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

These policies are intended to reduce the risk of flooding and prevent the obstruction of any floodway. The project is located outside of the mapped 100-year floodplain as shown on General Plan Figure 5-2 (updated June 2010). The closest stream, Los Carneros Creek, is located offsite to the north, parallel to the railroad tracks. This creek continues east to a cement drainage channel, before entering the Goleta Slough. The wetland located in the southeast corner of the existing Willow Springs I development, Los Carneros Wetland, also drains to the Goleta Slough to the south. The Willow Springs Phase II drainage plan directs most of the stormwater runoff from the project to planted areas (e.g., the eastern bio-swale, the Willow Springs Los Carneros Wetland). ~~The Willow Springs Los Carneros Wetland is approved to act as a detention basin for project stormwater runoff from the existing 235-unit Willow Springs~~

residential development. Further, in developing the drainage plan for Willow Springs I and use of the Los Carneros Wetland for stormwater detention, the hydraulic analyses evaluated runoff and drainage design for the larger area. The drainage plan, including use of the wetland for detention and was designed to also accommodate stormwater from Willow Springs II impervious surfaces. Additionally, the updated Hydraulic Report for the project, dated May 2011, includes a minor revision to the height of the weir within the wetland to ensure that peak stormwater flows downstream will not increase as a result of the project development and related impervious surfaces. Therefore, the drainage system is designed to ensure no net increase in peak storm water flows that leave both the Willow Springs I and II properties. As a result, the project drainage system and therefore avoids the potential for increased flooding on other properties, including Hollister Avenue to the south.

The existing situation, with offsite flooding along Hollister Avenue following storm events, will not be resolved as part of the project development, because this flooding is driven by inadequate capacity to convey this runoff south of Hollister Avenue. However, the project will not exacerbate this existing condition.

With implementation of EIR mitigation measures, including WQ-2-1, 2-2, and 2-3, which ensure proper design, installation and long-term maintenance of the project drainage system, the project would be considered consistent with these policies.

Policy 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.

This policy is intended to ensure that adequate fire protection infrastructure and fuel management strategies are incorporated into the design of new development.

This second phase of the Willow Springs I development includes construction of the planned extension of Camino Vista Road, resulting in a public road available to residents, emergency vehicles, and the general public. Completion of this segment of Camino Vista Road will,~~which would~~ provide a connection between Aero Camino on the east and Calle Koral and Los Carneros Road on the west.

The project's internal circulation system is designed as a loop road, internally connected with the existing Willow Springs development roadway system, including emergency access on Hollister Avenue. A new access driveway onto the proposed Camino Vista Road extension is also proposed near the northeast corner of Willow Springs II, providing a new alternative access to residents and guests as well as for emergency vehicles.

County Fire Station 14 is located less than one mile from the project site at 320 North Los Carneros Road. Station 14 services the area south of Los Padres National Forest, north of Hollister Avenue, east of Glen Annie Road and west of Fairview Avenue (www.sbcfire.com/er/stations/sta14/14.html). The Willow Springs II project site is located near the center of the area served by Station 14.

Plantings within the existing Lot 20 open space, in the center of the larger Willow Springs I and II project area, has been revised in response to Fire Department input to address fuel

management concerns and ensure fire hazards are minimized. The project circulation system and layout of structural development meet Fire Department standards, subject to Fire Department review and approval of final plans. The Fire Department has reviewed the project for adequate fire protection and access and provided a Condition Letter, dated May 4, 2012, which is included in Appendix J.

For the reasons identified above, ~~Therefore,~~ the project is ~~has~~ been designed and will be constructed consistent with fire protection standards and in a manner which minimizes fire hazards consistent with this policy.

Also see discussion of Public Facilities Element – Public Services Policies below.

4.9.5 Visual & Historic Resources Element

Policy 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 coastal 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.

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

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

- g. *Revegetation of disturbed areas.*
- h. *Limitations on the use of reflective materials and colors for roofs, walls (including retaining walls), and fences.*
- i. *Selection of colors and materials that harmonize with the surrounding landscape.*
- j. *Clustering of building sites and structures.*

Policy VH 1.5 Protection of Open Space Views [GP/CP]—Views of open space, including agricultural lands, from public areas shall be preserved. View preservation associated with development should be accomplished first through site selection and then by use of design alternatives that enhance rather than obstruct or degrade such views. To minimize impacts to these scenic resources, the following development practices shall be used, where appropriate:

- a. *Limitations on the height and size of structures.*
- b. *Clustering of building sites and structures.*
- c. *Shared vehicular access to minimize curb cuts.*
- d. *Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.*
- e. *Use of landscaping for screening purposes and/or minimizing view blockage as applicable.*
- f. *Selection of colors and materials that harmonize with the surrounding landscape.*

Policy VH 1.6 Preservation of Natural Landforms [GP/CP]—Natural landforms shall be preserved. Preservation associated with development should be accomplished first through site selection to protect natural landforms and then by use of alternatives that enhance and incorporate natural landforms in the design. To minimize alteration of natural landforms and ensure that development is subordinate to 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.*

These policies are intended to protect the City's scenic resources as defined in Policy VH 1.1 of the General Plan, public views of the mountains and foothills, public views of open space, and natural landforms. The project would involve residential construction on currently undeveloped land surrounded by existing urban development on the east, west and south. The project site is comprised of a soil stockpile, coyote brush scrub, and non-native low growing grasses and forbs. The undeveloped area to the north, bounded by the railroad tracks and US Highway 101 ROW, includes a larger soil stockpile, and coyote brush scrub and low-lying vegetation that

primarily occupy the perimeter of that site. Both the project site and the undeveloped northern property are designated Housing Opportunity Sites.

The development would not significantly affect public views of the type of scenic resources described above. Currently, the primary scenic views available across the site are far off coastal views from the US Highway 101 overpass and southbound on-ramp. The 100-unit Phase II development would not obstruct or otherwise interfere with these coastal views and the type of development is essentially a continuation of the existing 235-unit Willow Springs I residential development and architecture in the adjacent Willow Springs project, which is also visible from these vantage points. The future structures and perimeter landscaping along the eastern property line may partially obstruct views of the existing industrial development along Aero Camino. However, this is not considered adverse or inconsistent with the General Plan's direction regarding protection of scenic resources. Therefore, the project is considered consistent with these policies.

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

- a. *Incorporate natural features in design.*
- b. *Use landscaping for screening purposes and/or for minimizing view blockage as applicable.*
- c. *Minimize vegetation removal.*
- d. *Limit the height and size of structures.*
- e. *Cluster building sites and structures.*
- f. *Limit grading for development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land.*
- g. *Preserve historical structures or sites.*
- h. *Plant and preserve trees.*
- i. *Minimize use of signage.*
- j. *Provide site-specific visual assessments, including use of story poles.*
- k. *Provide a similar level of architectural detail on all elevations visible from scenic corridors.*
- l. *Place existing overhead utilities and all new utilities underground.*
- m. *Establish setbacks along major roadways to help preserve views and create an attractive scenic corridor. On flat sites, step the heights of buildings so that the height of building elements is lower close to the street and increases with distance from the street.*

This policy is intended to ensure that new development adjacent to designated scenic corridors will not obstruct or degrade public views of scenic resources as seen from these view corridors. The project design mimics the existing architecture, landscaping, street treatments, and utility installations in the existing Willow Springs I development, with the differences being the implementation of more effective landscape screening of the industrial land uses beyond the eastern property line, and proposed lighting will be required to meet current "dark sky" standards. The DRB has expressed positive comments regarding both the existing Willow Springs development as well as the Willow Springs II project. The EIR analysis includes a

simulation of future structures to determine the extent, if any, that the height of these structures would intrude into public scenic views of the coast or mountains. This analysis was based in part on the placement of story poles at maximum roof heights in key locations on the project site. Although the project site is in the foreground of the designated scenic view corridor from the Los Carneros overpass, it would not block views of the ocean, coast, Channel Islands, the foothills, or the Santa Ynez Mountains. As such, the project is considered consistent with this policy.

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.*

This policy ensures that new development is designed in a manner to be consistent with the City’s visual character as characterized by views of open spaces, natural features, low-density neighborhoods, and with few prominent buildings and structures. The overall design of the project is compatible with this community character and is nearly identical to the adjacent and existing Willow Springs I development with regard to site design and architecture of the buildings. The EIR has determined that implementation of Mitigation Measures AES 1-1 through AES 1-12 would reduce potential visual impacts to less than significant levels. As such, with implementation of these mitigation measures, the project is considered consistent with this policy.

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.*

Policy 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.*

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.*

These policies are intended to ensure that the architectural design of new development is compatible with the City’s visual character. The project will essentially mimic the design and architecture of the first (existing) phase of the Willow Springs I development. The DRB has reviewed the project and is supportive of both the existing Willow Springs development design and the project second phase of 100 additional condominium units and associated improvements. The EIR found that the scale, site design, mass, and height of the project along with its architectural theme would be compatible with that visual character. The project is clearly compatible with the existing Willow Springs residential development and while the residential

architecture and supplemental perimeter landscaping screening along the eastern property line differs from the appearance of the nearby light industrial and research park developments, it is not visually incompatible with these developments. Therefore, the project is considered consistent with these policies.

Policy 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.*

This policy promotes pedestrian friendly design for aesthetic purposes. The project includes landscaped green spaces and pedestrian walkways throughout the site and a walking/jogging trail around the central open space parcel in the center of the two phases of development. The project is located in an area within walking distance to public transit for access to jobs opportunities, retail outlets, and recreational facilities. The extension of Camino Vista Road would include bike lanes on both sides of the road, facilitating this alternative mode of transportation. Therefore, the project is considered consistent with this policy.

Policy 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.*

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

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

These policies establish architectural guidelines for project design as well as the design of a project's landscaping. The project will essentially mimic the architecture and landscaping of the existing Willow Springs I development and the project will be internally connected to the existing development via walkways and the internal roadways. The project will also share all common area amenities, including recreational walking paths and the existing active recreational facilities near and at the clubhouse, in addition to a new tot lot near the Willow Springs II common laundry building and new parcourse exercise equipment along the outside perimeter of the existing walking track on Willow Springs I open space lot 20. The project includes several building types with varied rooflines, building articulation and architectural details that help avoid monolithic structures as well as a landscape plan that integrates with the proposed structures to break up their mass and scale. The DRB reviewed the project at a conceptual level and provided positive comments about both the conceptual plans and also about the existing Willow Springs development. With incorporation of mitigation measures identified in Section 4.1 *Aesthetics*, the project is considered consistent with these policies.

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.*

This policy requires all utilities serving new development to be undergrounded. Mitigation Measures AES 1-1 and 1-4 require not only undergrounding of all utility lines but also screening of all utility service connections and roof-mounted mechanical equipment to improve project aesthetics. With incorporation of these measures, the project is considered consistent with these policies.

4.9.6 Public Facilities Element

Policy PF 3.1 Fire Protection Standards *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 ration (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 with 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. This incorporates the following NFPA response-time objectives:
 - One minute (60 seconds) for turnout time.
 - Four minutes (240 seconds) or less for the arrival of the first-arriving engine company at a fire suppression incident and/or 8 minutes (480 seconds) or less for the deployment of a full first-alarm assignment at a fire suppression incident.
 - Four minutes (240 seconds) or less for the arrival of a unit with first-responder or higher level capability at an emergency medical incident.
 - Eight minutes (480 seconds) or less for the arrival of an advanced life support unit at an emergency medical incident, where this service is provided by the Fire Department.

Policy PF 3.2 New Fire Station in Western Goleta. The Santa Barbara County Fire Department has determined that the most under-served area in Goleta is the extreme western portion near Winchester Canyon. In conjunction with the Fire Department, the City shall provide a site consisting of approximately 2 acres of land for proposed new Fire Station 10 to serve the western area of the City, as shown on the map in Figure 8-1. The Santa Barbara County Fire Department will construct Fire Station 10 as soon as funding becomes available.

Policy PF 3.3 Impact Fees for Fire Protection Facilities/Equipment. 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 un-incorporated areas. Such fees may also be imposed for upgrades of existing fire stations and for new fire apparatus.

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

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

Policy PF 9.6 Concurrency. *The City shall develop ordinances and procedures to achieve “concurrency” for facilities essential to support development. Pursuant to those procedures, the City shall evaluate the impact of any new development on the capacity of the supporting public facilities and require, prior to final development approval, that financing be in place to correct any public facility deficiency. The evaluation of impacts shall include an analysis of the cumulative effects of other development proposals in the service area.*

Policy PF 9.7 Essential Services for New Development. *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 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.*

These policies require adequate public services for new projects at the time of development, or sufficient funding for completion of any necessary new public service improvements. Services for provision of water, wastewater collection, stormwater management facilities, streets, schools, and parks are either currently available, will be provided by the project, and/or the permittee is required to provide evidence of service/facility availability from the Goleta Water District (water), Goleta West Sanitary District (wastewater collection), Community Services (stormwater and roads), and Planning (parks/recreation – onsite and payment of Quimby fees).

Fire protection services would be provided by the Santa Barbara County Fire Department (SBCFD). The closest station to the project site is Fire Station 14 located at 320 Los Carneros Road, approximately 0.75 miles north of the project site.

Station 14 has a staff of three personnel, consisting of an engine company captain, engineer, and firefighter. This station provides immediate response on incidents as determined by the type of call. Fire Station 14 currently meets the NFPA and SBCFD guidelines, as follows (City of Goleta, General Plan/CLUP Final EIR, Table 3.12-1; 2006):

1. The current ratio of firefighters to population at Fire Station 14 is 1:1,987.
2. Fire Station 14 currently serves a population of 5,960, which is below the ratio of one engine company (three-person crew) per 12,000 population by approximately 6,040 people.
3. Response time from Fire Station 14 is typically within 5 minutes. County Fire Station 14 is located less than one mile from the project site at 320 North Los Carneros Road.

Station 14 services the area south of Los Padres National Forest, north of Hollister Avenue, east of Glen Annie Road and west of Fairview Avenue (www.sbcfire.com/er/stations/sta14/14.html). The Willow Springs II project site is located near the center of the area served by Station 14.

The SBCFD has ~~also~~ recently implemented a dynamic deployment system, for its fire engines, in addition to the traditional static deployment system from fire stations when the station's engine is "in-house". Dynamic deployment allows for the dispatching of engines already on the road to emergency calls rather than dispatching by a station's "first in area", as has been the previous practice. Basically, dynamic deployment uses a Global Positioning System (GPS) to monitor the exact location of each engine in real time. Previously, when an engine was out on routine (non-emergency) activities, such as inspections or training, the engine company was considered "in-service" and its exact location at any given moment in time was not known to County Dispatch. However, with dynamic deployment using the County's GPS, County dispatch has real-time information on the exact location of each engine at all times and can dispatch the closest, un-engaged engine to an emergency incident, regardless of which fire station's service area the call originates from. This precludes the need for an in-service engine to have extended run times when another fire engine would be closer (Fidler; telecom of 8/16/11). The dynamic deployment system facilitates the Fire Department's ability to respond to project area emergencies within five minutes, consistent with PF 3.1.c.

Cumulative development in the City ~~would~~ contributes to fire protection service deficiencies, due to an increase in emergency calls to primary and secondary responding stations citywide (City of Goleta, Cumulative Development Projects List, July 2011). In particular, the western Goleta area is the most underserved area in Goleta relative to NFPA and SBCFD service guidelines (City of Goleta, GP/CLUP Final EIR; 2006). While fire protection services would still be provided Citywide, some emergency calls from the project and other cumulative development projects may experience delayed response. Depending on the volume of calls being handled by any given station, response may be within 5 minutes, may be delayed, and/or first response may come from a back-up fire station through static and/or dynamic deployment.

The deficiency in fire protection service in western Goleta (west of Storke Road) would be addressed by the construction of future Fire Station 10 on property owned by the City at 7952 Hollister Avenue. Such construction is identified in the General Plan (2006). An adopted fire facility fee is part of a development impact fee (DIF) program applicable within the City. The purpose of the fee is to assist in financing fire protection capital facilities, such as Fire Station 10. The project would be subject by ordinance to the payment of the fire facility fee (approximately \$77,200 for this project based on the 2010 DIF schedule).

Fire facility fees ~~accumulated to date as of April 2010~~ include \$1,100,000 ~~as of April 2010~~. Existing and future cumulative projects within Goleta and citywide would also be subject to payment of the DIF ordinance-required fire facility fee. The DIFs associated with cumulative projects are expected to result in necessary funding for the approximately \$5,000,000 cost of Fire Station 10. This station is expected to be completed in the 2015 timeframe, depending on rate of funding. The project's DIF payment towards this funding program fulfills its fair-share obligation.

The project is considered consistent with the above policies.

4.9.7 Noise Element

Policy 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.

Policy NE 1.2 Location of New Residential Development [GP]—Where sites, or portions of sites, designated by the Land Use Element for residential use exceed 60 dBA CNEL, the City shall require measures to be incorporated into the design of projects that will mitigate interior noise levels and noise levels for exterior living and play areas to an acceptable level. In the event that a proposed residential or mixed-use project exceeds these standards, the project may be approved only if it would provide a substantial benefit to the City, including, but not limited to, provision of affordable residential units. Mitigation measures shall reduce interior noise levels to 45 dBA CNEL or less, while noise levels at exterior living areas and play areas should in general not exceed 60 dBA CNEL and 65 dBA CNEL, respectively.

These policies ensure that new development is not exposed to unacceptable noise levels for the type and nature of the use involved. The project site is exposed to the following noise sources:

- Railroad
- U.S. Highway 101
- Santa Barbara Municipal Airport
- Adjacent Aero Camino Industrial Area
- Camino Vista Road extension traffic, including truck traffic

Using reasonable worst-case noise exposure assumptions, the EIR found that noise levels at the potentially noisiest areas of the project site (e.g., measured at the second story level of proposed Building 31 near the northeast corner) would be greater than 60 dBA CNEL, but less 65 dBA CNEL. This tested location represents a worst case exposure location, due to the second story level and location proximate to noise sources (railroad, freeway, Aero Camino industrial uses). Recent field measurements at an apartment complex with construction very similar to Willow Springs showed an exterior-to-interior noise reduction of 19.7 dBA with windows open in an unfurnished bedroom.⁴ Thus, an exterior Ldn of 65 dBA will usually provide an interior Ldn of 45 dBA with current construction techniques and materials. The state standards also require an acoustical analysis for all multi-family units located in areas where the Ldn exceeds 60 dBA, in order to demonstrate that the interior standard will be met. With regard to exterior noise levels, the project's primary common open space, trails, walkways and recreational facilities, as well as the great majority of private yards are exposed to noise levels below 60 dBA because they are further and/or partially shielded from railway and traffic noise. However, the northern facades of Buildings 30 and 31 ~~may~~ will have private outdoor living spaces (particularly second story balconies) where the City's General Plan standard of 60 dB Ldn may be exceeded from combined roadway traffic, trains, airport, and industrial activity sources. Measure N 2-1 requires north-facing balconies or patios on buildings adjacent to

⁴ Revised Community Noise Analysis for Willow Springs Phase II, URS Corporation, June 2010.

Camino Vista Road to have solid perimeter barriers to a height of 45.5 feet above the deck to mitigate overall noise to below the 60 dB Ldn standard. Therefore, with implementation of Mitigation Measure N 2-1, the project is considered consistent with these policies.

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

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.

These policies protect sensitive noise receptors such as residential units from excessive levels of construction noise. Residents of the existing Willow Springs residential development and future residents in the earlier units constructed as part of Willow Springs Phase II may be occupied while construction activities onsite continue on both the initial and later units constructed as part of Phase II. Mitigation Measure N 2-1 would ensure consistency with these policies.

4.9.8 Housing Element

Policy HE 3.1 Housing for Local Workers [GP]—The City encourages housing developers to provide an adequate supply and variety of housing opportunities that are specifically designed to meet the needs of Goleta's workforce, striving to match housing types and affordability with household incomes of the local workforce.

This policy encourages developers to provide housing that is designed to meet the needs of the City's workforce.

The project includes 100 new condominium units, including one, two and three-bedroom units. The project would initially operate as a market rate rental project, although there are no restrictions as to the length of time within which the 100 units must remain as rentals. A rental affordability restriction is not proposed nor does the Housing Element require affordability restrictions for rental projects to encourage construction of additional rental units. Local workforce housing demand includes demand for rental units.

~~Upon conversion sale of the Willow Springs II units from rental to for sale units, for-sale price restrictions will be provided for 10-20 of the 100 units (five very low, five low, five moderate, five above-moderate). These units would will be sold at very low, low, moderate and above-moderate sales prices and would will be accordingly sales restricted for 45 years. An alternative site to provide the low and very low income units that is an appropriate location is the Pacific Oaks Apartments located at 7170 Davenport Road. See discussion of Policy LU 8.2 above.~~

~~Ten additional units provided at extremely low/very low (five units) and low income (five units) levels would be provided as rentals at an off-site housing development and are also owned by the Towbes Group Pacific Oaks. Providing 45-year rental restrictions for existing units within the Pacific Oaks development~~

~~The project will initially provide needed rental housing. At such time as the property owner desires to sell individual units, 20 units will be sold at affordable rates is identified in and consistent with the affordability criteria in the Housing Element. The project will also provide a mix of unit sizes. Therefore, the project will provide housing in the community for the local workforce and is and with the goal of conserving existing rental housing stock, identified in the Objective for Housing Element Policy HE 8.~~

~~The provision of rental housing, inclusion of sale restrictions on 10 of the units, inclusion of rental restrictions for 10 (off site) units, along with the mix of units provided is considered consistent with this policy.~~

Policy HE 4.2 Variety of Housing Choices [GP]—*In response to the broad range of housing needs in Goleta, the City will strive to achieve a mix of housing types, densities, affordability levels, and designs. The City will work with developers of nontraditional housing and seek innovative approaches in financing, design, construction, and types of housing to meet local housing needs. This includes, but is not limited to, the following types of housing at varying affordability levels:*

- a. *Ownership and rental housing.*
- b. *Small and large units.*
- c. *Single- and multifamily housing.*
- d. *Housing close to jobs and transit.*
- e. *Mixed-use housing.*
- f. *Single Room Occupancy units.*
- g. *Shared living opportunities.*
- h. *Manufactured housing and mobile homes.*
- i. *Self-help or “sweat equity” housing.*
- j. *Housing cooperatives.*
- k. *Assisted-living residential units.*

This policy ensures that new residential development within the City provides a variety of housing opportunities and choices. The project provides for multi-family housing in one, two and three-bedroom sizes, in a condominium development which is an alternative to detached single family homes, ~~as well as future rental restricted units within an existing development.~~ All units (whether onsite or at Pacific Oaks and off-site) would be located close to jobs and transit. As such, the project is considered consistent with this policy.

Policy HE 6.6 Sites for Lower-Income Housing. [GP] *The City shall encourage the construction of lower income housing throughout the City, including lower income units in approved but uncompleted residential projects, and vacant land with existing residential zoning at densities of 20 units per acre or greater.*

Policy HE 10.3 “Designated” Affordable Housing Sites. [GP] *Given the limited availability of developable land within its boundaries, housing opportunity sites or areas are designated. These sites are vacant and designated for densities of 20 units per acre or greater (see maps, policies, and programs under Policy HE 6). Development proposals on these sites may be subject to special affordability provisions, pursuant to the Inclusionary Housing Policy set forth in Policy HE 11. The purpose of the special affordability provisions is to locate new multi-family residential development close to transit corridors and close to employment areas through the rezone of nonresidential land to residential use. The costs associated with special affordability provisions are intended to be offset by concessions and/or incentives identified in Policy HE 10. Additionally, the substantial increases in the land values as a consequence of rezoning of these sites from nonresidential zones to Medium- Density Residential are intended to assist with cost recovery.*

The project includes recordation of a condominium map and construction of 100 condominium units. The applicant initially proposes to operate the project as a market rate rental project. However, no restrictions are proposed limiting when the units could be sold individually. When the Willow Springs II units are proposed for individual sale, for-sale price restrictions will be provided for ~~10-20~~ of the 100 units (five very low, five low, five moderate, five above-moderate). These units would be sold at very low, low, moderate and above-moderate sales prices and ~~would~~will be accordingly sales restricted for 45 years.

An alternative site to provide the low and very low income units that is an appropriate location is the Pacific Oaks Apartments located at 7170 Davenport Road. See discussion of Policy LU 8.2 above.

~~Ten additional units provided at extremely low/very low (five units) and low income (five units) levels would be provided as rentals for a 45-year period at an off-site housing development (Pacific Oaks), which is also owned by the Towbes Group.~~

Provision of inclusionary affordable housing units ~~ding rental restrictions for existing units within the Pacific Oaks development~~ would be ensured by recording affordable housing documents such as deed restrictions, acceptable to the City, prior to or concurrent with recordation of the final map ~~creating the airspace condominiums for the Willow Springs II project.~~

Provision of ~~all of the~~ affordable units at Willow Springs II or provision of the ~~rent restricted~~ low and very lower income units off-site is ~~could both be found~~ consistent with the objective of providing affordable housing throughout the community and conserving existing rental housing stock, identified in Housing Element Policy HE 8. Regardless of whether all of the units are

provided on-site or whether the very low and low income units are provided at Pacific Oaks, aAll units (onsite and off-site) would be located close to jobs and transit. A decision regarding whether the very low and low income units could be provided at Pacific Oaks will be subject to consideration by the City in the event that the applicant submits such request in the future.

Also refer to discussion of Policy LU 8.4 and HE 11.3

Policy HE 11.1 Inclusionary Housing Approach [GP]—*To increase construction of housing affordable to persons employed locally, the City shall require residential projects including for-sale units to provide a percentage of units for extremely low-, very low-, low- and moderate-income households in accordance with HE 11.2 and 11.5 or 11.6. Alternatively, in accordance with HE 11.2, 11.3, and 11.4, the inclusionary requirement may be satisfied by paying an inclusionary housing in-lieu payment and/or by other alternative means.*

The units provided through this policy shall be deed restricted for the longest term permitted by law. The inclusionary requirement shall apply to all housing, including, but not limited to, single-family housing; multifamily housing; condominiums; townhouses; stock cooperatives; and land subdivisions.

Policy HE 11.2 Applicability of Inclusionary Requirements. [GP] *Inclusionary requirements shall apply to residential projects including for-sale units as follows:*

- a. *Projects consisting of one for-sale single-family unit shall be exempt from the inclusionary requirement..*
- b. *Projects consisting of two to four for-sale housing units shall be required to pay an inclusionary housing in-lieu payment.*
- c. *Projects of five or more units shall be required to construct the applicable number of units in accordance with HE 11.5 or 11.6, except that the City, at its sole discretion, may allow the inclusionary requirement for these projects to be satisfied by alternative means as set forth in HE 11.3 and 11.4. The applicability of these requirements, while at the sole discretion of the City, shall be determined by the Planning Director early in the application process.*

Policy HE 11.3 Priorities for Meeting Inclusionary Requirements. [GP] *The primary intent of the inclusionary requirement is to achieve the construction of new units on site. A second priority is construction of units off site or the transfer of sufficient land and cash to the City or a nonprofit housing organization to develop the required number of affordable units. If these options are determined to be infeasible by the City, other alternatives of equal value, such as, but not necessarily limited to, payment of in-lieu fees or acquisition and rehabilitation of existing units, may be considered at the sole discretion of the City.*

Policy HE 11.4 Flexibility in Meeting Inclusionary Requirements [GP]—*It is the City's intent to achieve the greatest percentage of affordable units possible. Creative ways to meet the City's inclusionary requirement to help achieve City housing goals, especially for extremely-low, very low- and low-income housing, such as through partnership with a nonprofit housing agency, are encouraged. In addition, trade-offs of very low-income units for moderate-income units may be considered, if it can be demonstrated that the City's housing goals can be more effectively achieved. Such trade-off approaches may incorporate a unit equivalency based on a financial pro forma provided by the applicant. The applicability of these requirements, while at*

the sole discretion of the City, shall be determined by the Planning Director early in the application process.

Policy HE 11.6 Inclusionary Requirement for Affordable Housing Opportunity Sites. [GP]

Vacant sites rezoned from nonresidential districts to Medium-Density Residential at 20 to 25 units per acre to meet the City's RHNA of units for extremely-low, very low- and low-income households are hereby designated as the Central Hollister Affordable Housing Opportunity Sites. These sites, shown in Figure 10A-2, include site numbers 23, 24, 25, 26, and 27. In recognition of the substantial increases in property values that may be associated with the rezonings and support from concessions and incentives provided in Policy HE 10, proposed projects on these sites shall be subject to a greater inclusionary requirement than is applicable to projects at other locations. The requirements for for-sale projects in the affordable housing opportunity sites are as follows:

- a. 5 percent of the units within the project shall be provided at prices affordable to extremely low- and very low-income households.
- b. 5 percent of the units within the project shall be provided at prices affordable to low-income households.
- c. 5 percent of the units within the project shall be provided at prices affordable to moderate-income households.
- d. 5 percent of the units within the project shall be provided at prices affordable to above moderate-income households earning 120 to 200 percent of the median income.

These policies encourage developers to provide housing for persons who are employed locally, including the assurance that some of the new housing will be affordable to local workers. In addition, while the policies identify a preference for providing new affordable units on-site, the policies also allow for flexibility in order to achieve the goal of providing the maximum number of new affordable units and/or maintaining existing affordable units within the community.

The project's 100 new condominium units, include one, two and three-bedroom units. The project density of 20.32 units per acre is consistent with the density requirements identified in the HE 11.6. The project would initially operate as a market rate rental project, although there are no restrictions as to the length of time within which the 100 condominium units must remain as rentals.

Upon the applicant's decision to cease operating the project as a rental project and instead begin sale of the individual units, for-sale price restrictions will be provided for ~~40-20~~ of the 100 units (five very low, five low, five moderate, five above-moderate). These 20 units ~~would~~ will be sold at very low, low, moderate and above-moderate sales prices and ~~would~~ will be accordingly sales restricted for 45 years.

~~Ten additional units provided at extremely low/very low (five units) and low income (five units) levels are to be provided as rentals at an off-site housing development (Pacific Oaks).~~

If the applicant proposes to substitute pProvision of rental restrictions for existing ~~five very low and five low income units within the Pacific Oaks development this could still be determined to be~~ is consistent with providing housing in the community for the local workforce and with the goal of conserving existing rental housing stock. This determination will be made at such time as this requests is submitted to the City.

The provision of rental housing and, inclusion of sale restrictions on ~~10-20~~ of the onsite units and inclusion of rental restrictions for 10 (off site) units for 45 years is considered consistent with the language and intent of policies HE 11.1, 11.2, 11.3, 11.4, and 11.6

Also refer to discussion of LU 8.4.

Policy HE 11.7 Long-Term Affordability of Inclusionary Units. [GP] *Inclusionary units shall be subject to recordation of a regulatory agreement to provide affordable housing units and an affordability covenant or deed restriction. The term of affordability restrictions shall be based on applicable federal laws and financing mechanisms, generally 45 years but not less than 30 years. (See related HE 11.9.)*

The project would initially be operated as a 100 unit, market rate rental project, until such time (as determined solely by the applicant) as the property owner wishes to sell the individual units. At that time, five (5) of the units will be sale restricted to very low income level, five (5) of the units will be sale restricted to low income level, five (5) of the units will be sale restricted to the moderate income level and 10 five (5) units would be sale restricted to the above moderate income level. An alternative site to provide the low and very low income units that is an appropriate location is the Pacific Oaks Apartments located at 7170 Davenport Road. See discussion of Policy LU 8.2 above. In order to comply with provision of very low/extremely low and low income units, the applicant would provide 5 very low/extremely low income units and 5 low income units off site at the Pacific Oaks development.—The deed restrictions regarding affordability of for-sale units and the off-site unit rental restrictions will be required/conditioned for 45 years. The 45-year term for conserving the project's affordable housing is recommended for the obvious reason that while demand for affordable housing is expected to continue or to increase, available and appropriate land for affordable housing will continue to become more scarce, unavailable, and/or too expensive for this purpose.

Since the deed restrictions regarding the term for affordability will be 45 years, the project is considered consistent with this policy.

Also refer to discussion of Policies LU 8.4 and HE 3.1 above.

Policy HE 11.8 Additional Incentives for Onsite Production of Affordable Inclusionary Units. [GP] *In instances where a developer of a 5-acre or larger site designated as Medium-Density Residential by the Land Use Plan Map in Figure 2-1 agrees to construct affordable inclusionary units in a manner consistent with HE 11.5 or HE 11.6, rather than pay an in-lieu fee, the City shall provide the following incentives or concessions:*

- a. *The Lot Coverage Ratio standard set forth in the Land Use Element shall be increased from 0.3 to 0.4.*

The preceding shall be in addition to other incentives or concessions offered pursuant to Policy HE 10.

With regard to lot coverage, the applicant did not request an increase in the allowable lot coverage ratio.

4.9.9 Transportation Element

Policy 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.

This policy requires new developments to incorporate bicycle facilities into their project design to encourage alternative modes of transportation. The project includes bike lanes on both sides of Camino Vista, facilitating use of the nearby existing bike paths on Los Carneros and Cortona. As such, the project is considered consistent with this policy.

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.

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

Policy 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 Goleta General Plan/Coastal Land Use Plan 7.0 Transportation Element September 2006 7-28 single-family residential neighborhoods shall have sufficient widths and depths to allow parking of two standard-sized vehicles in front of the garage.

The project would provide 185 parking spaces within the project site (off-street). The parking has been determined to be sufficient to accommodate project parking demand based on several methodologies for evaluating adequacy of the project parking supply:

Zoning Ordinance: The project complies with the Zoning Ordinance requirement of 184 spaces as the project includes 185 off-street spaces, in addition to the on-street parking which would be available along the new segment of Camino Vista Road. (Parking would no longer be allowed along the existing segment of Camino Vista Road to allow space for on-road bike lanes).

Existing Willow Springs Actual Parking Demand: Evaluation of existing parking demand onsite determined a parking ratio of 1.74 spaces per unit (assuming 93% occupancy) and 1.63 spaces per total units onsite. Using these factors, Willow Springs II would require between 152 and 174 parking spaces for the proposed 100 units.

Institute of Traffic Engineers (ITE) Parking Rates for Similar Projects: Using the ITE parking rates, the peak parking demand for the project would be 120-146.

Urban Land Institute (ULI) Parking Demand Rates: Using the ULI rates, the project is forecast to generate demand for 165 parking spaces.

Although some on-street parking (meeting Community Services standards) will be accommodated along the Camino Vista Road public roadway extension, this on-street parking is not needed to accommodate Willow Springs II related parking demand.

The multi-family housing project's off-street parking consists of 185 spaces that would be provided by both uncovered parking and carports. The total number of spaces proposed exceeds parking demand projected by each the four different methods identified above. In addition, based on field observations by City staff at varying times throughout the day and evening, on both weekdays and weekends, there are consistently available, empty, parking spaces throughout the existing Willow Springs I development, including in proximity to the clubhouse.

Approximately 10 vehicles have been consistently observed parked in front of the existing units along Camino Vista, which would not be available following construction of the Camino Vista extension, as a result of inclusion of bike lanes on both sides of the street. Although it is assumed that all of these vehicles belong to Willow Springs I residents, it is possible that some of these vehicles, including delivery vehicles and a taxi, may be unrelated to the Willow Springs I development. This on-street parking may be slightly closer to the front doors of some of the existing Willow Springs I units facing Camino Vista Road. However, sufficient off-street parking spaces within the development are also available in proximity to these units.

Based on Zoning Ordinance standards, ATE parking surveys of the existing Willow Springs I parking supply/demand, ITE parking demand rates, ULI parking demand rates, and additional staff observations of off-street and on-street parking for Willow Springs I, the parking layout and numbers of spaces provided for Willow Springs II is adequate and appropriate to accommodate both Willow Springs I and II parking demand and to avoid unsafe roadway safety concerns related to insufficient off-street parking within the project. Therefore, the project is consistent with these policies.

Policy TE 13.1 Traffic Studies for Development Proposals. [GP] Future development in Goleta will cause added burdens on the transportation system. Traffic analyses and reports shall be required for development proposals which the City Engineer and Planning Director determine may have effects on the local street system, including but not limited to possible degradation of service levels, potential creation of safety hazards, potential adverse effects on local neighborhood streets, or other substantial transportation concerns. When required by the City, traffic studies shall be performed by a qualified transportation engineer under a contract with the City. The costs of the traffic study, including costs of City staff time, shall be the responsibility of the project applicant.

Policy TE 4: Target Level of Service Standards [GP]

Objectives: To maintain an adequate LOS on the city street system, including at intersections, to provide for the mobility needs of the community. To avoid further degradation of service levels at intersections where existing service levels do not meet target standards.

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

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.

Policy TE 13.4 Options If Traffic Mitigations Are Not Fully Funded. [GP] If the transportation capital improvements needed to maintain adopted transportation LOS standards are not able to be funded, then the City shall take one or more of the following four actions:

- a. Phase or delay development until such time that adequate fiscal resources can be provided to build the necessary facilities transportation improvements (or to include them in the impact fee system).
- b. Require the developer to construct the necessary transportation system improvements, with a reimbursement agreement that uses future payments of impact fees by other projects.
- c. Reduce the scope of the development to reduce the traffic generation below the thresholds set in Policy TE 4.
- d. Require the developer to identify alternative strategies, such as transit improvements, improving signalization, improving other streets, adding pedestrian or bicycle improvements, etc., to mitigate potential traffic impacts.

Policy TE 13.5 Developer-Constructed Transportation Improvements. [GP] Developers shall be required to construct transportation improvements along their property frontages in accordance with City standards. The Developer shall be required to provide all necessary access and circulation facilities within the property; such facilities shall be designed to meet City standards.

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 and 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.

The applicant submitted an updated traffic report for the project, dated 9/29/10, prepared by Associated Transportation Engineers (ATE) as required by TE 13.1. As part of preparation of the EIR, the ATE report was peer reviewed by Linscott Law and Greenspan (LLG), traffic sub-consultants to the EIR preparer Envicom Corporation, under contract to the City.

The project site would be accessed from the proposed extension of Camino Vista Road. The new entrance road (Willow Springs Court), would be a private road and would connect to Willow Springs Lane the internal roadway currently serving the existing 235-unit development. Willow Springs Lane would also be extended to serve the proposed 100 units and is designed as a loop road to all 335 units. The existing access into the Willow Springs development from Camino Vista Road would remain, as would the emergency-only access on Hollister Avenue.

The EIR traffic analysis concludes:

- The project's access and circulation design can adequately accommodate project traffic volumes and emergency vehicles.
- The project access and circulation design would result in potentially significant circulation/safety impacts near/at the new Camino Vista/Aero Camino intersection and also along the new extension of Camino Vista Road, due to the potential for incompatible large truck traffic using this new roadway connection as a route between the Aero Camino industrial area and Los Carneros Road and Highway 101.
- The project would not generate project specific or cumulatively significant impacts to area roadway segments.
- The project would not generate project specific significant impacts to area intersections.
- The project would generate potentially significant cumulative traffic impacts at the Los Carneros/Calle Koral intersection. Feasible mitigation is identified and required to address this impact and to ensure consistency with Transportation policy level of service requirements.
- The project would result in impacts to Congestion Management Program intersections, including Highway 101 SB Ramps/Los Carneros Road intersection and the Hollister Avenue/Los Carneros Road intersection. Payment of GTIP fees is required to ensure that new development contributes their fair share toward funding necessary public roadway improvements to address the impacts from cumulative development and to ensure consistency with Transportation policies.
- The project parking design and supply is adequate to accommodate projected parking demand. (Also see discussion of TE 9.3).

The EIR identifies the following required mitigation measures in Section 4.13 *Transportation and Traffic*, to address potentially significant traffic impacts and ensure consistency with General Plan Transportation policies:

- Incorporation of traffic calming features along the length of the new section of Camino Vista Road (T1-1).
- Implementation of improvements at the new Camino Vista Road/Aero Camino intersection (T2-1).

- Elimination of on-street parking in front of the existing Willow Springs development due to insufficient existing roadway width to accommodate both parking and bike paths along this section (T3-1). (At the time of approval of the existing Willow Springs development, it was assumed that this section of roadway would be a “no parking” area. However, this section was never signed or required to be signed for “no parking”).
- Provision of an additional northbound through lane along Los Carneros Road at the Los Carneros Road/Calle Koral intersection (T4-1). Alternatively, ~~if this improvement has already been completed,~~ contribute fair share funding for this improvement).

Incorporation of these mitigation measures would ensure consistency with Transportation policies.

Policy TE 3.6 Local Streets and Roads. [GP/CP] *All roads not specifically designated in another category shall be classified as local streets and rural roads as shown in Figure 7-2. The following criteria and standards apply to local streets and roads:*

- Definition/Function. A local street provides access to abutting individual properties and links such properties and their uses to a collector street. City street standards shall ensure that local streets provide access to abutting properties and should include a variety of designs and spacing, depending on access needs. Local streets are intended to serve only adjacent uses and are intended to protect residents from the impacts of through traffic.*
- Design Standards. The following standards shall apply:*
 - 1) Local streets and roads shall be designed in a manner consistent with the character of the adjacent neighborhood and uses and any physical and environmental constraints.*
 - 2) In appropriate segments, full urban street standards shall be required, including curb, gutter, and sidewalks on both sides of the street. Bicycle lanes should be provided if the street is designated as a Class 2 bicycle route in the City’s Bicycle Transportation Plan.*
 - 3) City street standards should encourage residential access points to be located on the least traveled roadway wherever there is an option.*
 - 4) Parking may be required in appropriate segments on either or both sides of the street.*
- Other. New multi-family residential and commercial development should not have primary access on local streets, except where there is no feasible alternative.*
- Traffic Calming. The City shall emphasize the use of local streets for local access and residential traffic in order to minimize traffic noise, congestion, and other hazards to residential uses and pedestrians. Through traffic may be discouraged by a variety of methods, such as installation of traffic calming devices, provided there is involvement and support from the immediate neighborhood.*

In accordance with General Plan Policy T.E. 3.6, local roads are intended to serve only adjacent uses and to protect the residents and pedestrians from potential impacts of through traffic. Use of the proposed Camino Vista Road extension for through traffic, including large delivery trucks, to and from the Aero Camino industrial area would result in potential compatibility issues and would be inconsistent with the intended designation of the road as set forth in General Plan Policy T.E. 3.6. Mitigation measures are identified to minimize potential through-use of the road

by incorporating design features on the new road segment. With incorporation of the design features to discourage through truck traffic, the project would be consistent with this policy.

4.9.10 CITY OF SANTA BARBARA

Goleta Slough Ecosystem Management Plan/ Airport and Goleta Slough Coastal Plan

Although the project site is not located within the boundaries of the Goleta Slough Ecosystem Management Plan (GSEMP) and its related sub-areas, the GSEMP includes policies and actions, which address coordination with other agencies on nearby developments. The GSEMP actions focus on ensuring that new development projects avoid direct and indirect impacts to the Goleta Slough ecosystem, such as impacts to slough bird populations from increased non-native (domestic) carnivores, expansion of invasive plant species in the slough, and increased erosion/sedimentation from grading and construction activities.

While the project is located outside the boundaries of the City of Santa Barbara's Airport and Goleta Slough Coastal Plan, the plan includes policies which serve to protect the biological functions of the slough, including but not limited to minimizing sedimentation and pollutants from non-point sources which are conveyed to the Goleta Slough in stormwater runoff.

Project stormwater runoff would enter the Los Carneros Wetland prior to entering the Goleta Slough, south of Hollister Avenue. This wetland also acts as an approved stormwater retention basin for the existing Willow Springs I project and was also designed to accommodate the additional runoff from development of the Willow Springs II area.

The project design incorporates the use of vegetated bio-swales and a dual function wetland/stormwater retention "basin" to pre-treat surface flows from parking areas as well as to reduce peak stormwater flows. The drainage design also incorporates mechanical filters to minimize pollutants in runoff exiting the site. However, additional Best Management Practices (BMPs) are prescribed in the City's Stormwater Management Plan and a pending permit application under the National Pollutant Discharge Elimination Systems ("NPDES") for minimizing contaminant levels in storm-water runoff.

The 235-unit Willow Springs I project and Hollister Avenue separate the Willow Springs II site from the Goleta Slough. Therefore, it is not expected that the project will result in an increase in domestic pets that could impact native bird populations in the slough.

The project's final landscape plan is required to eliminate use of any invasive plant species and the final drainage/erosion control plans are required to incorporate City standards (subject to Community Services review and approval) related to runoff water quality, erosion and sedimentation from construction and long term operations. As discussed above under policies addressing biological resources, water quality, and drainage/flooding, the project and mitigation measures identified in the project EIR incorporates numerous measures to protect the Goleta Slough Ecosystem consistent with the intent and requirements of the City of Santa Barbara's Goleta Slough Ecosystem Management Plan and the City of Santa Barbara Airport and Goleta Slough Coastal Plan.

4.9.11 Residual Impacts

Based on the plan and policy consistency analysis above and incorporation of mitigation measures provided in each of the respective analyses within Section 4.0, the project's *Land Use and Planning* impacts would remain **less than significant (Class III)**.