

**Land Use
and Planning**

SECTION 4.9

4.9 LAND USE AND PLANNING

This section evaluates the Project's compatibility with existing land uses in the Project area and its consistency with applicable land use policy and plans. The methodologies used for this analysis include a site investigation to examine existing land use conditions, aerial photograph interpretation, review of applicable plans and ordinances, consultation with City of Goleta Planning staff, and review of the conclusions reached for other issues addressed in this EIR that have implications for land use compatibility and policy consistency. The Project as defined for purposes of this analysis includes both proposed residential component (Village at Los Carneros), the proposed rezoning and lot line change affecting small portions of the developed and undeveloped lots of Map No. 14,500, and the repeal of the Raytheon Specific Plan where applicable.

The Project site is located in the Central Hollister Residential Development Area of the Inland Area of the City as defined by the City's General Plan/Coastal Land Use Plan (GP/CLUP). The site is bounded on the north by the U.S. 101 freeway/UPRR transportation corridor, on the south and east by Los Carneros Road, and on the west by Tecolotito Creek. The Project's location is depicted in Figure 2-1 (Project Location Map)

4.9.1 Existing Conditions

Existing Land Use

Project Site

As described in Section 2.0 *Project Description*, the Project consists of 8 lots, legally described at Lots 1 through 8 of Tract 14,500.¹ Lots 1 (10.31 acres) and 3 (6.98 acres) are fully developed with business park uses, while Lots 2 (7.05 acres), 4 (6.06 acres), 5 (8.44 acres), 6 (7.16 acres), and 7 (13.83 acres) are contiguous undeveloped parcels designated for residential use in the City's General Plan/Local Coastal Plan Land Use Element. Lot 8 is non-contiguous, zoned for commercial use, and referenced solely due to the lot's inclusion in the Raytheon SP. The current subdivision and lot boundaries are depicted in Figure 2-2 (Existing Lots).

The Project is divided into three components. Component 1 covers approximately 43.11 gross acres and includes the above referenced Lots 2, 4, 5, 6, and 7. Known as The Village at Los Carneros, approval of Component 1 would permit the re-subdivision of these 5 lots into 12 lots, which would be developed with 465 residential units comprised of a mix of single-family detached homes, townhomes, stacked single story condominium flats, and apartments on 30.22 acres together with 12.91 acres of common area recreational amenities, surface parking and paved private drives to provide circulation, a public bicycle path and a combined public neighborhood park (active) and open space (passive) as illustrated in Figure 2-22 (Proposed VTM 32,500). Approval of Component 2 would make minor adjustments between the Lot lines separating the Business Park from The Village at Los Carneros residential development, transferring 1.89 acres from residential designation to commercial designation and 0.79 acre from commercial designation to residential, while adjusting the zoning of the affected Lots. Implementation of the lot line adjustments would be handled through the recordation of Vesting Tract Map 32,050. A General Plan Amendment changing the land use designations for the affected parcel segments is being processed as a separate action, ~~concurrent with the processing of the Project's entitlements.~~

¹ Assessor Parcel Numbers 073-330-023, 024, 025, 026, 027, 028, 029, 030

The entire area was covered by the Raytheon Specific Plan, which was adopted by the County of Santa Barbara before the City's incorporation and subsequently amended in 1998 and 2008. Component 3 is the repeal of the Raytheon Specific Plan, which is now obsolete.. A pending City-initiated General Plan Amendment. An Addendum to the GP/CLUP Final Supplemental EIR deals addresses revisions to two General Plan policies, removing references to the Raytheon Plan. For purposes of this EIR, prior approval of the General Plan Amendment is assumed.

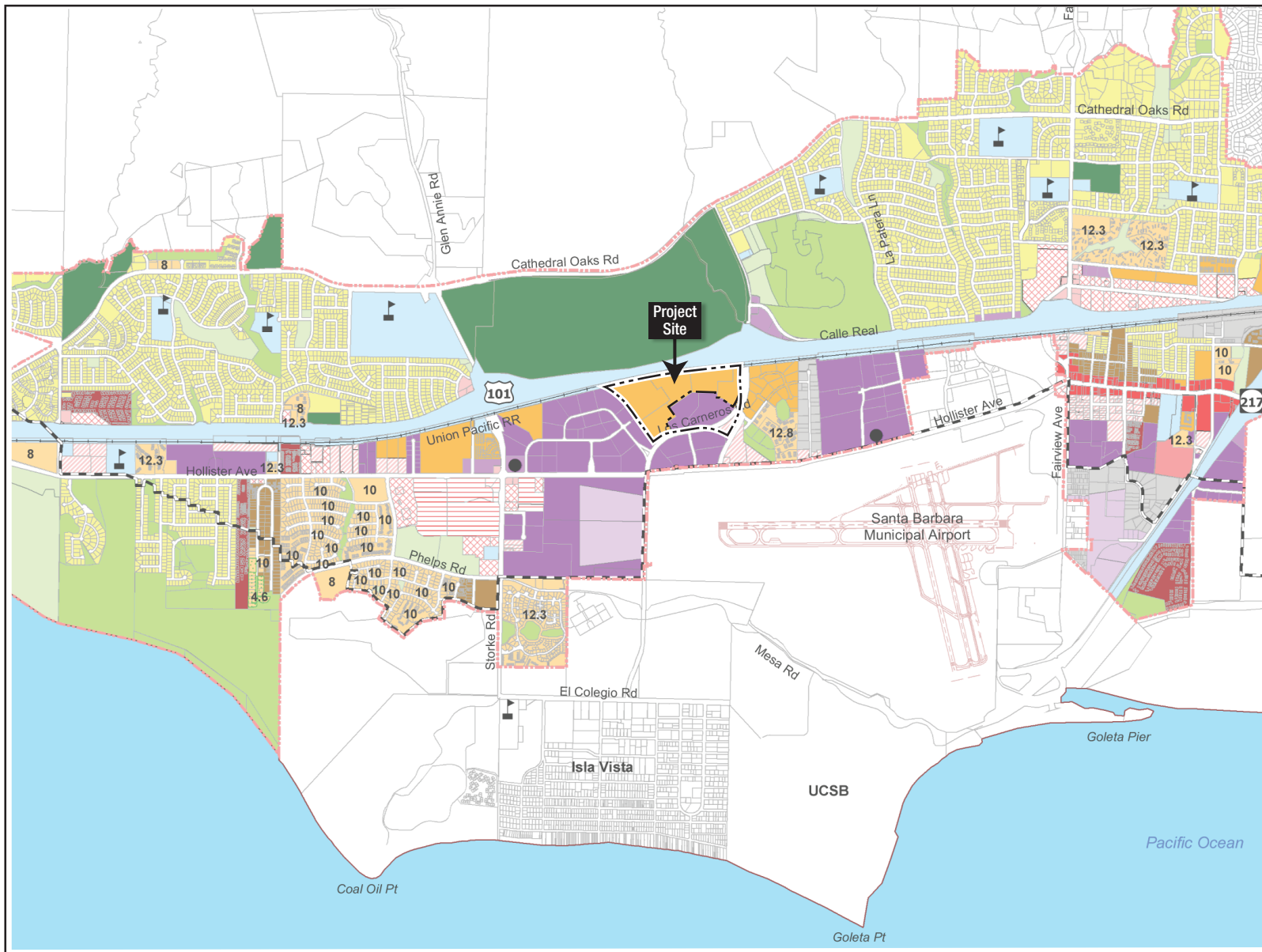
Lots 1 and 3 of the Project are zoned M-RP (Industrial-Research Park). The Project does not propose any changes to the land uses or development on Lots 1 and 3. Lots 2 and 5 are currently zoned PRD-275 (Planned Residential Development – 275 units). Lots 4, 6 and 7 are zoned DR-20 (Design Residential – 20 units/net acre). An application for zone change is a part of Component 1 of the Project and, if approved, would revise the zoning on Lots 2, 4, 5, 6, and 7 (Lots 1-12 of Map 32,500) to PRD – 465 (Planned Residential Development – 465 units).

~~A General Plan Amendment to remove references to the Raytheon Specific Plan from the General Plan is being processed as a separate action, concurrent with the processing of the Project's entitlements. An Addendum to the GP/CLUP Final Supplemental EIR deals with the environmental impacts of that action. For purposes of this EIR, prior approval of the General Plan Amendment is assumed.~~

Pursuant of GP/CLUP Policy HE-11.6, Lots 4, 6 and 7 were designated as Central Hollister Affordable Housing Opportunity sites. A General Plan Amendment removing Lots 4, 6 and 7 from the list of Central Hollister Affordable Housing Opportunity Sites is being processed as a separate action, concurrent with the processing of the Project's entitlement. Removing Lots 4, 6 and 7 from the requirements of this policy would reduce the allowed maximum development density on the Component 1 site. Policy HE-11.6 would require 69 units of affordable housing to be developed on Lots 4, 6, and 7. Because the General Plan also includes inclusionary affordable housing Policy HE-11.5, which would still be in place when Lots 4, 6 and 7 are no longer subject to Policy HE-11.6, a total of 54 units of affordable housing would be required. The removal of Lots 4, 6 and 7 from the list identified in Policy HE 11.6 could result a potential net loss of 15 units of affordable housing. The proposed Village at Los Carneros Project includes 70 units of affordable housing. Removal of Lots 4, 6 and 7 from the list of Opportunity Sites would simply permit greater flexibility in the location of affordable units within the Village at Los Carneros Project, without reducing the number of affordable housing units required by the General Plan policies. An Addendum to the GP/CLUP Final Supplemental EIR deals with the environmental impacts of this action. For purposes of this EIR, prior approval of the General Plan Amendment is assumed.

Surrounding Land Uses

A variety of land uses are located adjacent to and within 0.5 mile of the Project site. These uses include transportation corridors, proposed commercial development, existing and proposed residential uses, office and research buildings, and light industrial uses. Adjacent land uses are summarized on **Table 4.9-1** and further described in the following text. **Figure 4.9-1** depicts the surrounding General Plan land use designation and zoning designations.



Source: City of Goleta Zoning Map, November 2006.

Legend

--- Existing Property Boundary

Residential Use Categories

- Single Family Residential
- Planned Residential
- Medium Density
- High Density
- Mobile Home Park

Commercial Use Categories

- Regional
- Community
- Old Town
- Visitor-serving
- Intersection
- General Commercial

Office and Industrial

- Business Park
- Office and Institutional
- Service/Industrial
- General Industrial

Other Use Categories

- Agriculture
- Open Space / Passive Recreation
- Open Space/Active Recreation
- Public/Quasi-public

Overlay Areas

- Hotel Overlay
- Hospital Overlay
- Open Space Overlay

Other Features

- City of Goleta Boundary
- Coastal Zone Boundary
- Schools
- # Maximum Density in Planned Residential Areas (units/acre)

Table 4.9-1
Summary of Adjacent Existing Uses and General Plan Land Use
and Zoning Designations

Direction from the Project Site	Existing Land Use	General Plan Designation¹	Zoning Designation²
Project Site	Vacant Tecolotito Creek Unnamed Tributary Excavated and constructed flood control features associated with prior development on adjacent Lots 1 and 3 Raytheon Specific Plan as Amended (2007) TM 14,500 Lots 2,4,5,6,and 7	R-MD (Medium Density Residential) Central Hollister Affordable Housing Opportunity (AHO) Future Park Site ESHA (Environmentally Sensitive Habitat Area)	DR-20 (Design Residential) PRD -275 (Planned Residential Development -275 units) Affordable Housing Opportunity (AHO) Overlay
North	UPRR and US Highway 101 Right Of Ways	Public / Quasi-public	Transportation Corridor (TC)
South	Office/Warehouse/Research and Development (Allergan Medical) Los Carneros Road Office and Research Buildings (University Business Center)	Office and Industrial - Business Park Major Arterial Office and Industrial - Business Park	M-RP (Industrial Research Park) N/A M-RP (Industrial Research Park)
East	Los Carneros Road Vacant Willow Springs I	Major Arterial R-MD (Medium Density Residential) R-MD (Medium Density Residential)	N/A DR-20 (Design Residential) PRD (Planned Residential Development)
West	Office and Research Buildings (Castilian Technology Center)	Office and Industrial - Business Park	M-RP (Industrial Research Park)
Source: ¹ City of Goleta General Plan/Coastal Land Use Plan, Chapter 2 Land Use Element, Figure 2-1 Land Use Plan Map, Updated November 2008. ² City of Goleta Zoning Map, November 2006			

General Description of Adjacent and Nearby Land Uses

North: The Project site is bordered on the north by an east/west trending regional transportation corridor, which includes the Union Pacific Railroad (UPRR) tracks and associated right-of-way (ROW) and U.S. Highway 101 (U.S. 101) and its ROW. The collective regional transportation corridor ROW ranges from approximately 250 feet to 670 feet in width along the length of the Project site. North of U.S. Highway 101, opposite the Project site, are open space and agricultural land uses.

South: Adjacent to the south of the Project site is Los Carneros Road, a four-lane, two-way major arterial that borders the southern perimeter of the Project site south of Lots 1, 3,

and 6 The total right of way is approximately 100 feet in width, which accommodates a curb-to-curb roadway width of approximately 80 feet, Class II bicycle lanes, sidewalks and landscaped parkways on both sides of the street.

South of Los Carneros Road is the 23-acre University Business Center developed with office buildings currently occupied by the University of California Santa Barbara (UCSB) and City Hall, surface parking, decorative hardscape, and landscape. The Center's buildings are arranged along the site's perimeter around the central surface parking area.

East: The eastern boundary of the Project site is defined by Los Carneros Road, a 100-foot wide, four-lane, two-way major arterial public street that runs north/south and is elevated above adjacent grades along the eastern boundary of Lot 4 as it passes over the regional transportation corridor.

Immediately east of Los Carneros Road are 13 vacant residentially designated parcels. Southeast of the Project site and south of the vacant residential area is the existing 16-acre Willow Springs I development, a 235-unit residential community consisting of 26 two-story multi-family buildings, and the 6 acre Willow Springs II development, consisting of 100 residential units in 10 two-story buildings. Building coverage for the Willow Springs I and II sites, combined, is approximately 20 percent, and open space is approximately 34 percent, while the balance of the site consists of paving and other hardscape. East of the Willow Springs community are light industrial and office uses within the Aero Camino industrial area.

West: West of the Project site and Tecolotito Creek is the 80-acre Castilian Technical Center, a business park providing office and research facilities. The business park facilities closest to the Project site include Flir Commercial Vision Systems (70 Castilian Drive), Las Cumbres Observatory Global Telescope Network (80 Castilian Drive), Eucalyptus Systems and Word Minerals (100 Castilian Drive), and CIO Solutions and Nexxus Beauty Products (150 Castilian Drive). Building coverage is approximately 27 percent.

Santa Barbara Municipal Airport

The Santa Barbara Municipal Airport (SBA) is located south of the Project site within a 948-acre property that extends between S. Fairview Avenue to the east and S. Los Carneros Road on the west, south of Hollister Avenue. The SBA is within the City of Santa Barbara jurisdiction. The airport serves both private planes and commercial airliners on four runways. The nearest runway, Runway 7/25, is located approximately 0.40 mile south of Lot 6 of the Project site. The central area of the airport, accessed from S. Fairview Avenue, is located approximately 1.15 miles southeast.

SBA is a public-use airfield open 24-hours a day. SBA's first scheduled commercial flight occurs at 6:00 AM. The last scheduled commercial flight occurs at midnight. SBA also accommodates private and military aircraft. Air Traffic Control is currently open between 6:00 AM and midnight. While private and military aircraft generally prefer to use SBA during daylight hours, SBA is unable to issue a restriction or curfew under their operating permit, so aircraft can use SBA at any time.

Land Use Plans and Policy

The future development and use of the Project site is subject to the provisions and designations provided in the City's General Plan and Inland Zoning Ordinance (IZO), as well as the Santa Barbara County Association of Government's (SBCAG) Airport Land Use Plan (ALUP).

Project Site and Surrounding Land Use Designations

As illustrated in Table 4.9-1, Lots 2 and 5 are designated R-MD (Medium Density Residential) in the City's GP/CLUP and are zoned PRD (Planned Residential Development -275 units). Lots 4, 6, and 7 are designated R-MD (Medium Density Residential) in the GP/CLUP, and are Central Hollister Affordable Housing Opportunity sites. However, an amendment to the GP/CLUP would remove the AHO designation from Lots 4, 6, and 7 subject to an agreement to provide 70 units of affordable rental housing in the Project's Development Agreement. Applicable General Plan policies are listed on Table 4.9-6, in the impacts discussion below.

North: Public/Quasi Public (P-S)

The immediately adjacent transportation corridor to the north of the Project site is designated as "Public/Quasi Public" (P-S). This designation is intended to identify existing and planned area for public facilities. Land within the rights-of-way for U.S. 101 and SR 217 are also designated within this use category.

South and West: Industrial-Business Park (I-BP)

The properties immediately west of the Project site are designed for Business Park use. The designation is intended to identify lands for attractive, well-designed business parks that provide employment opportunities to the community and surrounding area. The intensity, design, and landscaping of development is intended to be consistent with the character of existing development currently located in these areas. Uses in the Business Park designation may include a wide variety of research and development, light industrial, and office uses, as well as small-scale commercial uses that serve the needs of business park employees. In addition, these areas may include transient lodging that emphasizes extended stays where the appropriate zoning overlay has been adopted. Activities in the Business Park areas are conducted primarily indoors, while outdoor storage, processing, manufacturing, and vehicle repair uses are prohibited.

Project Site and East: Medium Density Residential (R-MD)

Properties to the east, beyond Los Carneros Road, are designated for Medium Density Residential uses. This designation is intended to provide for residential units at densities of up to 20.0 units per acre. This use category permits multifamily housing and accessory uses customarily associated with such residences. Development may also include attached and detached single-family dwellings and duplex structures. Medium Density Residential uses may also function as a transition between business uses and lower-density single-family neighborhoods. In order to achieve efficient use of a limited supply of land designated in this use category, the ~~minimum~~ density permitted under the Plan is 15-20 units per acre, except where site-specific constraints limit development to fewer units. Density up to 25 dwelling units per acre is permitted to facilitate provision of affordable housing. 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 and 60.0 persons per acre.

Zoning

The Inland Zoning Ordinance (IZO) regulation is a tool used to implement Goleta's General Plan. When it incorporated, the City of Goleta adopted the County of Santa Barbara's Inland Zoning Ordinance and Coastal Zoning Ordinance by reference to govern zoning until a new IZO could be adopted. The City is in the process of developing a new IZO to achieve consistency with its General Plan. However, until the new IZO is adopted, the existing IZOs remain the effective governing ordinances. In the event of inconsistencies between the General Plan and zoning regulations, the General Plan governs.

The Project site is located in the Inland Area of the City of Goleta. Consequently, the IZO governs this Project. The IZO may also be cited in this document as the Goleta Municipal Code or GMC. Just as the General Plan shows two separate land use designations over the site, there are two separate corresponding zoning designations. Zone Districts and Zoning Overlays at the site are described below.

Project Site Lots 2 and 5

Lots 2 and 5 are zoned PRD (Planned Residential Development-275 units). The PRD designation allows for the provision of project specific height limits, distances between buildings, setbacks from the property boundaries, private yards, parking, building coverage, and landscaping requirements. This particular portion of the site would allow for 275 residential units in total over both lots. The zoning reflects approval of a previous version of the Village at Los Carneros Project, which will be superseded by the pending Project.

Project Site Lots 4, 6 and 7

Lots 4, 6 and 7 are zoned DR-20 (Design Residential) and as the Central Hollister Affordable Housing Opportunity sites (AHO). The combination of these designations provide for a minimum density of 20 units per acre. The purpose of the minimum density provision is to ensure efficient use of a limited supply of land and to provide opportunities to meet affordable housing needs of the City.

Project Site Lots 1 and 3

Lots 1 and 3 are zoned M-RP (Industrial Research Park). The purpose of the M-RP zone is to provide areas exclusively for light industry, technical research and business headquarters office uses in well-designed buildings and an attractively landscaped area.

Open Space and Environmentally Sensitive Habitat Areas

Figure 3-5 (Open Space Plan Map) of the Open Space Element of the City's GP/CLUP identifies an Environmentally Sensitive Habitat (ESHA), which includes the riparian and freshwater marsh habitats located between the banks of ~~covers~~ Tecolotito Creek within Lots 6 and 7. Tecolotito Creek is approximately 60-feet in width from top of bank to top of bank. Its bank is approximately 15-feet deep and quite steep, with rip-rap on the west side and evidence of erosion on the east side. ~~and its associated riparian corridor.~~ A 12-foot wide dirt maintenance road and a row of riparian willows are located adjacent to the creek bank on the Project (east) side of the creek. The 100-year flood plain extends approximately 50-feet east of the top of bank for a distance of approximately 720 linear feet and is contained within a Flood Control SBCFCWCD easement area. The 100 year flood plain widens out north of the proposed Tecolotito Creek bridge and includes the unnamed tributary in Lot 7 and the area between the tributary and the creek. The 100 year flood plain is the proposed Streambed Protection Area (SPA) that will be created as part of the proposed Project. The unnamed tributary to Tecolotito Creek traverses

diagonally across the northwest quadrant of Lot 7 to a confluence with Tecolotito Creek and is designated an ESHA pursuant to CR 3.2. The tributary and the creek are designated blue line streams by the California Department of Fish and Wildlife and are subject to the jurisdiction of the U.S. Army Corps of Engineers pursuant to Section 404 of the CWA, the jurisdiction of the CCRWQCB pursuant to Section 401 of the CWA, and the jurisdiction of the California Department of Fish and Wildlife pursuant to Section 1602 of the California Fish and Game Code.

CR Policy 2.2 defines the A buffer area Stream Protection Area (SPA) as being inclusive of the creek, any riparian vegetation extending over the top of the bank, and an upland buffer area extending from the top of the bank or the edge of the riparian vegetation. The Tecolotito Creek SPA includes the 60-foot creek area, which contains both freshwater marsh habitat and riparian habitat within the creek, and an additional SPA buffer that extends from the top of the bank to the edge of the 100 year flood easement, that coincides with the 100 year flood plain limits. South of Tecolotito Creek the SPA is approximately 110 feet in width and includes an upland buffer, consisting of a mix of Zone 1 (riparian) and Zone 2 (mixed riparian/upland vegetation) that varies somewhat in width, with minimum width of 50 feet. North of the Tecolotito Creek the SPA increases in width from 110 feet (inclusive of the creek and upland area) to over 700 feet, inclusive of the creek, tributary, and upland area. ~~is provided proposed between the riparian corridor of Tecolotito Creek and the proposed residential development on lots 6 and 7. A similar buffer is proposed between the unnamed tributary and the proposed development on lot 7. riparian zone corridor and mixed riparian/upland zone buffer would be created along the unnamed tributary.~~ Section 4.3, *Biological Resources*, provides a detailed discussion of this area and the specific regulations affecting the treatment of creeks, associated habitats riparian corridors and upland buffer areas. GP/CLUP Figure 3-2 (Park and Recreation Plan Map) of the General Plan's Open Space Element also identifies a "Planned Future Park Site" within Lot 7 that encompasses the Tecolotito Creek ESHA riparian corridor, and the proposed upland buffer area, and the unnamed tributary. ~~The Project includes a proposed~~ This area includes a 4.82-acre public park in this area comprised of that includes approximately 1.75 acres of active recreational space located between the Tecolotito Creek ESHA and the tributary ESHA. The balance of the park area is comprised of approximately 3.07 acres of protected ESHA/SPA open space. The combined areas of active and passive uses comprise the Neighborhood Park and Open Space. Access to the active area of the Park is from the Santa Barbara County Flood Control District maintenance road, ~~which traverses the adjacent to the Tecolotito Creek and through the expanded upland buffer created riparian corridor adjacent to the road creek.~~ A fenced footpath through the proposed upland buffer area of the Tecolotito Creek SPA will lead from the maintenance road to the active park area.

FEMA Flood Hazard Area

The proposed Tecolotito Creek ESHA/SPA and associated upland buffer riparian corridor along including the entire length of Tecolotito Creek within Lots 6 and 7 and the area between and inclusive of the unnamed tributary ESHA and Tecolotito Creek is located within FEMA Flood Zone AE and is subject to compliance with the FEMA requirements applicable to that Zone designation. ~~A 100-year flood plain incorporates both the creek riparian corridor and the average 50-foot SPA buffer area south of the proposed Tecolotito bridge. The flood plain (and the Tecolotito Creek SPA) increases in width to over 700 feet along the north property line.~~ All development on the Project site is located outside of Flood Zone AE.

Airport Land Use Plan (ALUP)

The ALUP establishes an Airport Influence Area (AIA) around the Santa Barbara Municipal Airport within which land uses could be influenced by airport-related noise and safety considerations. The AIA is concerned with a significant risk of upset potential that may have an "unlikely" frequency of occurrence but would have a "major" consequence. Most of the City of Goleta, including the entire Project site, is within the AIA. The ALUP identifies three safety zones within the AIA based on proximity to the airport's runways: the clear zone, approach zone, and one-mile zone, also referred to as Safety Areas 1, 2, and 3, respectively. Safety is assured through application of building height and land use/occupancy restrictions. Sound proofing standards areas are identified to address noise issues. The Airport Land Use Commission (ALUC) reviews and makes determinations as to a Project's consistency with ALUP policies that: 1) safeguard the general welfare of the inhabitants in such area, 2) assure the safety of air navigation, and 3) maintain the utility of the airport. The Project site is not within the boundaries of any of the three Safety Areas and is not within one mile of the end of a runway.

General Plan Safety Element

The General Plan Safety Element includes Policies SE 9.1 through SE 9.8 that govern land use planning to ensure compatibility with the ALUP and minimize hazards risks and incompatibility of uses as they relate to SBA operations. The General Plan identifies "Airport Hazard Areas" with boundaries of the AIA, approach zones, clear zones, airport safety corridor, and one-mile distance from runway end boundary, consistent with the boundaries established by the ALUP. These boundaries are provided on Figure 5-3 of the General Plan.

City of Goleta General Plan

The future development and use of the Project site is subject to the provisions of the City's General Plan, which directs land use and physical development within the City and provides a unified and coherent framework and vision for the future of the community. Its goals, objectives and policies provide the basis for the City's decisions on implementing ordinances such as zoning and subdivision, individual development project applications, and public investments in infrastructure and services. The City of Goleta adopted its current General Plan in October 2006. The Land Use Element Land Use Map was updated in 2008, 2011, and 2012. Figures illustrating designations provide for in the Open Space Element were updated in 2009, as were the text and figures of the Conservation Element and figures illustrating designations associated with the Plan's Safety, Visual and Historic Resources, Transportation, Public Facilities, and Noise Elements. The Housing Element was last comprehensively updated in 2010 for the period 2007 – 2014, but is still pending approval by the State Department of Housing and Community Development.

Community Subareas

The General Plan's Land Use Element divides the City into eight "Community Subareas," each with a distinct community character.

Central Hollister Residential Development Area

The Central Hollister Residential Development Area was established by Land Use Policy 8, with the objective of promoting, "coordinated planning and development of designated medium-density residential sites in the Central Hollister Residential Development Area in order to create

a quality, livable environment with appropriate design and amenities for future residents of this new residential neighborhood.”

The designation applies to 24 then-vacant parcels of land totaling 68.25 acres situated largely within North Willow Springs and the Raytheon Specific Plan areas, which have been 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 are interspersed with existing Business Park development and collectively include a large portion of the residential development capacity defined by ~~this~~ the General Plan. (Policy LU 8.1)

The General Plan’s intent in creating this specific subarea designation and subsequent rezoning of the affected parcels from nonresidential to residential uses was 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 nonresidential development was already present in the immediate area. Any additional non-residential development was ~~to be~~ clustered at a single site or a small number of individual sites west of Los Carneros Way. Enabling the provision of transit-oriented development along the City’s primary transportation corridor was a secondary goal and was expected to efficiently utilize existing infrastructure, reduce future increases in automobile travel, and support use of alternative, less- polluting modes of travel. (Policy LU 8.2). The new residential area and rezoned parcels are intended to address an existing housing deficit in the City of Goleta and to help address a regional deficit in the South County area and are zoned and General Plan designated for Medium Density Housing with a targeted MINIMUM density of 15 dwelling units per net acre. Highly constrained residential sites within the Central Hollister Residential Development Area, such as the Project site, may not be able to achieve the minimum 15 du/acre density, but come as close to it as possible in order to satisfy the City’s housing and land use goals and objectives, which also include providing a generous mix of housing types and levels of affordability, which is accomplished by the proposed Project.

In addition to the provision of new residential development, the Central Hollister Residential Development Area was specifically intended to accommodate a substantial portion of the future production of affordable housing units within the City (Policy LU 8.4). Affordable Housing Opportunity sites were identified for specific parcels within the Central Hollister Residential Development Area that would be available for the provision of affordable housing. In addition, ~~although~~ the GP/CLUP Housing Element ~~provides~~ includes inclusionary zoning policies that accomplish the same goal without limiting its application to specific locations.

Land Use Policy 8.5 requires the City to give special attention to coordinated planning and design for the mixed-use area as a whole, including the parcels designated for Business Park uses. The Plan initially assumed that coordinated planning would be accomplished either through the amendment of the Raytheon Specific Plan and/or preparing a second Specific Plan encompassing lands within the North Willow Springs area. Repeal of these original Specific Plans has proved to be more workable than repeated amendments of these outdated Specific Plans.

Regardless of the status of the underlying Specific Plans, the City established specific overall planning goals, which are intended to ~~should~~ be reflected in the future development of the area. Consistency with these land use and housing goals is a primary consideration for any residential development within the Central Hollister Residential Opportunity Sites. (Policy LU 8.5) In

addition, the Land Use element established Performance Standards applicable to development within the area. (Policy LU 8.6). The consistency of the Village at Los Carneros Project with these goals and standards will be assessed as part of the Land Use Consistency Analysis.

Regulatory Framework

Federal

Title 14 Code of Federal Regulations Part 77

Pursuant to Title 14 Code of Federal Regulations, Part 77 (promulgated in accordance with 49 U.S.C., § 44718), the Federal Aviation Administration (FAA) enforces standards that promote air safety and the efficient use of the navigable airspace. In administering CFR Title 14, aeronautical studies are conducted based on information provided by development applicants on FAA Form 7460-1, Notice of Proposed Construction or Alteration. Based on the information provided about a proposed development, the FAA conducts a review and determines whether the Project is exempt from applicable construction regulations or complies with those regulations that govern the Project and, subsequently, issues a determination letter that typically concludes one of the following:

No Objection - "The subject construction did not exceed obstruction standards and marking/lighting is not required; "

Conditional Determination - "The proposed construction/ alteration would be acceptable contingent upon implementing mitigating measures (marking and lighting, etc.); " or

Objectionable - "The proposed construction/alteration is determined to be a hazard and is thus objectionable. The reasons for this determination are outlined to the proponent."

A local ALUP has typically undergone FAA review and should incorporate the standards that the FAA enforces in their review of Form 7460-1 for an individual project. Therefore, a project designed to comply with the ALUP as enforced by the ALUC, would be expected to receive a "No Objection" or "Conditional Determination" letter from the FAA.

State

Government Code § 65300

Government Code § 65300 requires that each city and county adopt a General Plan to govern the future development of a community. The General Plan is designed as a vision for future development and establishes a set of policies that support implementation of the community's goals for development. As required by California law, a General Plan must contain at least seven elements: land use, circulation, housing, conservation, open space, noise, and safety. A community may also add voluntary elements to its General Plan.

Public Utilities Code §§ 21670, et seq. (State Aeronautic Act)

The *State Aeronautic Act* requires every county that has an airport with scheduled airline service or a general aviation airport to establish an Airport Land Use Commission (ALUC) and mandates that each ALUC adopt an airport land use compatibility plan for every public use airport in the county. This plan includes policies that protect airports from encroachment by incompatible uses and protects areas adjacent to airports from noise and safety hazards.

California Department of Transportation Division of Aeronautics

The California Department of Transportation (Caltrans) Division of Aeronautics maintains an *Airport Land Use Planning Handbook (Caltrans, 2011)* that addresses airport land use compatibility issues, including noise compatibility, aircraft accident characteristics, and safety compatibility. The Handbook contains standards and guidelines for the development of local airport land use plans. The Santa Barbara County Airport Land Use Plan was developed using an earlier version of this handbook and in consultation with Caltrans Division of Aeronautics.

Local

City of Goleta General Plan

The City of Goleta has adopted a General Plan, which contains specific guiding principles and goals, along with policies designed to achieve those goals. The City's General Plan contains Land Use, Open Space, Conservation, Safety, Visual and Historic Resources, Transportation, Public Facilities, Noise, and Housing Elements.

Inland Zoning Ordinance (IZO)

Zoning divides the lands within a city into zones that specify allowable uses and development standards for real property located therein. The IZO serves to implement the adopted General Plan/Coastal Land Use Plan by classifying and regulating the uses of land, buildings, and structures within the City's jurisdiction. The IZO is adopted to protect and promote the, "public health, safety, comfort, convenience, prosperity, and general welfare" of the City. Specifically, the purpose of the IZO is to:

1. Provide a guide for orderly growth and development of the City
2. Encourage the most appropriate uses of land.
3. Maintain and protect the value of property.
4. Conserve and protect the natural resources of the City.
5. Prevent overcrowding of land and avoid undue concentration of population.
6. Protect the character and stability (social and economic) of agricultural, residential, commercial and industrial areas.
7. Create a comprehensive and stable pattern of land uses upon which to plan transportation, water supply, sewerage, and other facilities and public utilities.

In addition to the regulations governing the zoning districts described in the IZO, overlay districts are also established and include Environmentally Sensitive Habitat Areas (ESHA), and the Highway 101 Corridor Overlay District. The IZO includes general development and improvement standards for all developments and improvement subject to the IZO.

Airport Land Use Plan

The Santa Barbara County Airport Land Use Commission (ALUC) is a body of the Santa Barbara County Association of Governments (SBCAG) created per Public Utilities Code, § 21670 which is responsible for land use policy around airports with respect to airport related noise and safety. The ALUC adopted an Airport Land Use Plan (ALUP) in 1993 that addresses land use compatibility with surrounding uses, aircraft noise and accident potential.

4.9.2 Thresholds of Significance

The City of Goleta's *Environmental Thresholds and Guidelines Manual* does not contain thresholds for land use compatibility. However, Plan policies with potential application to each issue area assessed by the EIR are identified in each of the topical section in each Regulatory Framework section. The Project's consistency with relevant General Plan policies is evaluated as part of this analysis.

The following land use thresholds are based on the CEQA Guidelines, Appendix G. The Project would result in a significant impact if it would:

- a. Physically divide an established community;
- b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, without limitation to the general plan, specific plan, or local coastal program) adopted for the purpose of avoiding or mitigating an environmental effect; or
- c. Conflict with any applicable habitat conservation plan or natural community conservation plan.

While there is no official habitat conservation plan or natural community conservation plans, the City does provide specific policies that address the preservation of biological resources and specifically designates protected habitats as ESHAs. Impacts associated with biological resources will be address below.

4.9.3 Project Impacts

Community Division

LU 1: Would the Project divide an established community?

Significance Before Mitigation: No Impact

The business park component of the Project was constructed in the early 1990's and is consistent with the Raytheon Specific Plan, which was adopted by Santa Barbara County and was intended to govern development on the site. The two 100,000 + square foot office/industrial buildings have been occupied since their construction by businesses whose activities are consistent with both the Specific Plan and the site's zoning. The proposed minor lot line revisions and zone changes are consistent with the General Plan amendment, which revised land use designations on the portions of the site affected by the change. The revisions will have no impact on existing business park uses and would not disrupt the surrounding neighborhood. Since Component 1 would not physically divide an established community, no impact would occur.

The residential Project component Component 1 (Village at Los Carneros) would be developed on a currently vacant site bounded by business park uses to the south and west, by a regional transportation corridor to the north, by Tecolotito Creek on the west, and by Los Carneros Road on the east. The east side of Los Carneros Road will ultimately be developed with residential uses similar in density and type to the uses proposed for the Village at Los Carneros. No existing land uses would be disrupted by the implementation of the residential component of the Project as the site is buffered from surrounding uses by the existing creek and its upland buffer corridors. Accordingly, the residential component of the Project will not physically divide the

established community and no impact would occur.

Component 3 of the Project is the repeal of the Raytheon Specific Plan. The repeal of the Specific Plan would eliminate existing land use constraints that are no longer required to ensure the appropriate and compatible development of any component of the Project. The business park uses have already been constructed and occupied. The prior business park land use designations on vacant Lots 2, 4, 5, 6, and 7, which comprise the residential component, were revised through a prior amendment to the Specific Plan (2008), and the remaining Lot 8 of Tract 14,500 is zoned and General Plan designated for commercial use, which is not being revised. The vacant residential lots will be developed as a single, unified development. Therefore, the repeal of the Raytheon Specific Plan would not result in the division of an established or planned community and **no impact** would occur.

Consistency with the General Plan/Coastal Land Use Plan

Impact LU 1: Would the Project conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the Project for the purpose of avoiding or mitigating an environmental effect?

Significance Before Mitigation: Less Than Significant

The existing General Plan Land Use designations for the Project site is Industrial/Research Park and Medium Density Residential. Approximately 3 non-contiguous acres of the site is designated for commercial development. A General Plan Amendment would be required to re-designate a small area of the residential site and a small area of the commercial site to allow for lot line adjustment and zone change needed to accommodate access and the proposed bicycle plan but neither revision will impact the size or type of proposed or existing development. The repeal of the Raytheon Specific Plan would eliminate the need for further amendment of a Planning document that is no longer relevant or needed to complete a cohesive development of the site consistent with the intent of the City's General Plan. The proposed uses are entirely consistent with the Land Use Element of the City Plan as amended. **Table 4.9-2** summarizes the applicable General Plan policies and the proposed Project's consistency with them. Pursuant to CEQA, and for purposes of this analysis, an action, program or project is consistent with the General Plan if, considering all of its aspects, it will further the goals, objectives and policies of the over all Plan. Since the Project would not conflict with any General Plan policies, impacts would be less than significant (**Class III**).

Table 4.9-2
General Plan/Coastal Land Use Plan Consistency Analysis

Policy LU 8 – Central Hollister Residential Development Area	
<i>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</i>	
Policy LU 8.1: The Central Hollister Residential Area or Overlay shall apply to 24 vacant parcels situated within the Raytheon and North Willow Springs Specific Plan areas	Consistent with Mitigation: The Project site is located within the Raytheon Specific Plan area. The residential component of the Project is located on Lots 2, 4, 5, 6, and 7 of Tract 14,500. These Lots are vacant and designed for residential development by the General Plan <u>Land Use Map</u> . The Raytheon Specific Plan was previously amended (2008) to permit residential development on these lots consistent with the GP/CLUP and <u>with as part of</u> the Central Hollister

	Residential Area. Since the residential component of the Project will be developed with uses that are consistent with the provisions of the Central Hollister Residential Area and will be developed as a single, coherent development it will not conflict with the Central Hollister Residential Area designation. The repeal of the Raytheon Specific Plan would not conflict with the Central Hollister Residential Area plan as the uses proposed <u>by the Project</u> make the Specific Plan redundant and unnecessary. Only minor revisions to lot lines and land uses between the business park and residential component are contemplated, which revisions will have no impact on the proposed uses. Therefore, the Project is consistent with this General Plan Policy.
<p>Policy LU 8.2: The intent of the area is to enable new residential development on the existing vacant parcels. Related intent is to enable transit oriented development</p>	<p>Consistent: The Project's residential component (Village at Los Carneros) would develop a total of 465 residential units on the above listed vacant parcels. The Project's location in close proximity to a regional transportation corridor qualifies the Project as transit oriented. The repeal of the Raytheon Specific Plan would have no impact on the intent of the policy to develop new residential units — it simply removes an unneeded and redundant planning document. The minor revision of lot lines and zoning between the residential and business park uses will have no impact on the implementation of new residential uses. Therefore, the Project is consistent with this General Plan Policy.</p>
<p>Policy LU 8.4: The residential area is intended to accommodate a substantial portion of the future production of affordable housing units in the city</p>	<p>Consistent with Mitigation: <u>A pending General Plan Amendment would remove the Affordable Housing Opportunity Site Overlay on certain lots within the Project site. However,</u> the residential component of the Project will include 70 units of affordable rental apartments, the development of which will be enforced through the Project's Development Agreement. Therefore, the proposed Project would be consistent with this General Plan Policy <u>with the mitigation measure imposed in the Addendum to the General Plan FEIR.</u></p>
<p>Policy LU 8.5: Emphasis shall be given to coordinated planning and design for this mixed use area as a whole pursuant to the following provisions:</p> <ol style="list-style-type: none"> a. Ensure that the various uses are blended in a compatible manner both on the individual site and with 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. 	<p>See below</p> <p>a. Consistent: The components of the Project are designed to blend architecturally by utilizing similar materials, colors, roofing materials and landscape. As demonstrated in the Aesthetics Section (4.1) of the EIR, the residential component of the Project is similar in height, mass, density, and land coverage to residential development on nearby sites. The repeal of the Raytheon Specific Plan will have no impact on the compatibility of the various lots within the Plan's boundaries as this function is guaranteed by the <u>City's Design Review process</u> and the Project's <u>compliance with design requirements revision</u>. Therefore, the proposed Project would be consistent with this General Plan Policy.</p> <p>b. Consistent: The Project combines the residential and business park components with similar landscaping, appropriate setbacks, separate entrances, adequate separation between residential and commercial/office uses to avoid nuisance, and adjustments in lot lines, zoning, and land use designations to allow the best "fit" between the land uses, with appropriate landscape buffers. The repeal of the</p>

<p>e. Provide an adequate supply of parking within each development.</p> <p>f. Require that any future housing development create a living environment that is attractive, with high quality architecture and landscape design.</p> <p>g. Provide for a mix of unit sizes (number of bedrooms) in residential projects.</p> <p>h. Ensure that future development will include ample open space, recreational facilities, and other amenities for employees and residents of the new housing.</p>	<p>Raytheon Specific Plan would not threaten the continued viability of existing business park uses, as those uses would not be <u>adversely</u> impacted by the proposed residential development. Therefore, the Project would be consistent with this General Plan Policy.</p> <p>c. Consistent with Mitigation: As indicated in the Traffic and Transportation Section of the EIR (Section 4.13) the internal circulation of the residential component of the Project provides adequate access to all areas of the Project site. Appropriate mitigation measures have been imposed to ensure safe integration of onsite circulation with external circulation, including requirements for construction of a street widening project and the modification of a traffic signal to accommodate a new 4-way intersection. Access to the residential component of the site is separate from the access provided for the business park uses to ensure continued viability of each use independent of the other. The repeal of the Raytheon Specific Plan would have no impact on the design and location of internal roadways of the integration of internal and external circulation. Therefore, the Project would be consistent with this General Plan Policy.</p> <p>d. Consistent with Mitigation: The Project provides for complete internal circulation for the residential component, will construct a public bicycle path, and will ensure safe pedestrian circulation by <u>through compliance with</u> a mitigation measure that requires maintaining an internal speed limit of 15 mph, the provision of striped crosswalks, including crossing for the handicapped, and other safety features. Access to the business park would not be impacted by the proposed residential development. Therefore, <u>with the mitigation measure cited above</u>, the Project would be consistent with this General Plan Policy.</p> <p>e. Consistent: The Project provides 4,413 <u>1,108</u> parking spaces on site or an overall parking ratio of three spaces per residential unit. 4,077 <u>1,035</u> parking spaces are required to satisfy the IZO parking requirement for the Project. Parking will be variously provided in individual garages, carports, and a semi-subterranean parking structure, as well on on-street parallel parking and on individual driveway aprons. <u>However, on street parking is not counted by the City towards the satisfaction of the City's parking to unit ratio.</u> The business park is served by surface parking lots that have already been determined adequate for the uses they serve. Repeal of the Raytheon Specific Plan would have no impact on available parking for either component of the Project. Therefore, the Project would be consistent with this General Plan Policy.</p> <p>f. Consistent with Mitigation: As demonstrated in Section 4.1 (Aesthetics), the proposed Project includes high quality architecture that has been reviewed several times by the City's Design Review Committee and incorporates native, drought tolerant landscaping compatible with adjacent streetscape, and/or adjacent ESHA riparian corridors, ensured by mitigation measure in this EIR. <u>Mitigation measures required that walls and fencing will be constructed of decorative block, post and rail,</u> or other appropriate</p>
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	<p>materials when placed within or around the <u>Tecolotito Creek ESHA and upland buffer</u>. The lot line revisions would have no impact on architecture and landscape design. Any existing landscape that might be removed to accommodate minor revisions to the business park parking lot will be replaced pursuant to an approved landscape plan. <u>A separate planting plan is required for the proposed SPA upland buffer and for any mitigation required as a result of Project impacts to riparian and freshwater marsh habitats within the Tecolotito Creek ESHA. The SPA and Tree Replacement Plan</u> its development will increase the amount of riparian and mixed riparian/upland vegetation adjacent to Tecolotito Creek and add to the visual appeal of the Project site. The repeal of the Raytheon Specific Plan would have no impact on the quality of landscape and Project architecture. Therefore, the Project would be consistent with this General Plan Policy <u>with mitigation measures cited above</u>.</p> <p>g. Consistent: As indicated in the Project Description (Section 2.0), the proposed residential component of the Project will provide a mix of housing types that include single family detached, townhomes, stacked condominium flats and apartments with bedrooms ranging from 1 to 4, based on the type of housing and the specific unit design and allocation between the buildings and the product types. The repeal of the Raytheon Specific Plan would <u>have no effect</u> have no impact on the mix of unit types and sizes within the residential component of the Project. The revision of lot lines and minor zone changes between the residential and building park components would have no impact on the unit mix and unit size in the residential component. Therefore, the Project would be consistent with this General Plan Policy.</p> <p>h. Consistent with Mitigation: As indicated in the Project Description (Section 2.0) and Recreation Section (4.12), the Project will provide over 19 acres of recreational and <u>both active and passive</u> open space amenities including two swimming pools, lawn areas, spas, two half-court basketball courts, a public bicycle path and a 1.75-acre active recreational area within the 4.82 Neighborhood Park area. In addition, <u>mitigation measures require the Project to mitigate through replacement at a minimum ratio of 3:1 any permanent impacts to riparian and/or freshwater marsh habitat within the Tecolotito Creek ESHA that occur as a result of Project development.</u> will preserve/restore the existing riparian corridor area adjacent to <u>In addition, the Project will be required by mitigation measures to replace any existing riparian habitat adjacent to Tecolotito Creek (see Section 4.3, Biology), and to add riparian and mixed riparian/upland vegetation beyond the creek banks to create a minimum 50-foot wide SPA upland buffer between the top of the creek bank and the Project's development area adjacent to the unnamed tributary and will provide SPAs between the protected corridors and the developed area of the Project site. The Tecolotito SPA will be a minimum of 110 feet in width inclusive of the 60-foot creek and the 50-foot wide upland buffer required by CR 2.2. The City has</u></p>
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	<p><u>discretion to reduce the required width of the SPA on a case-by-case basis. Regardless of the width the upland buffer area, the preservation of the ESHA habitat together with the upland buffer create an SPA that will meet the intent of this General Plan Policy.</u> The repeal of the Raytheon Specific Plan would have no impact on the provision of open space and recreational amenities associated with either the proposed residential component of the Project or the existing business park component. The minor revisions of lot lines and land use designations between the residential and business park components would have no impact on the provision of open space and recreational amenities. Therefore, the Project would be consistent with this General Plan Policy <u>with implementation of mitigation measures cited above.</u></p>
<p>Policy LU 8.6 – Performance standards applicable to development within this area shall ensure that:</p> <p>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.</p> <p>b. The timing of new development will ensure a balance of housing and commercial uses.</p> <p>c. Lighting, noise, odors, and air pollutant emissions from commercial and Business Park uses will not interfere or conflict with residential uses.</p> <p>d. Signage will be controlled and limited to maintain an attractive living environment.</p> <p>e. Curb cuts for driveway access to individual properties will be minimized and sharing of access is encouraged.</p> <p>f. Efficient and attractive pedestrian and bicycle connectivity will be provided between uses.</p> <p>g. Pedestrian-oriented outdoor spaces will be provided at strategic locations in the development.</p> <p>h. Adequate and safe motorized and non-motorized access to each site is provided.</p>	<p>See below</p> <p>a. Consistent: As indicated in the analysis presented in Section 4.1 (Aesthetics), the development proposed for the residential component of the Project is internally compatible and compatible in terms of massing, footprint, height, roofing materials, exterior materials and color, land coverage and landscaping with the surrounding area. Also see response to LU 8.5(a) and (b) above. The other components of the Project would have no impact on the physical compatibility of the Project internally or externally with other development. Therefore, the Project would be consistent with this General Plan Policy.</p> <p>b. Consistent: The development of the residential component of the Project will occur between 2014 and 2018. Other projects previously approved or pending approval at this time include residential, office, hotel, and commercial uses. A pending application for a Target center located on the south side of Los Carneros Road, if approved, will provide additional commercial services within close walking distance of the Project site at approximately the same time as the projected completion of the proposed Project. Therefore, the Project would be consistent with this General Plan Policy.</p> <p>c. Consistent with Mitigation: As demonstrated in Section 4.1 (Aesthetics), a mitigation measure would require lighting from business park and residential uses to meet the City's Dark Sky requirements. A mature landscape buffer is in place between the residential and business park uses, which will further reduce the impact of night lighting <u>from the business park parking lot in the business park</u> on proposed adjacent residential uses. <u>The balance of ambient light impacting the Project's residential component is light from existing streetlights and motor vehicle headlights. Therefore, light from the business park would not conflict with the residential development.</u> Section 4.10 (Noise) demonstrates <u>concludes</u> that impacts the adjacent transportation corridors are the source of most ambient noise in the Project area. The and that <u>The proposed Project's</u> residential component of the would make a less than cumulatively considerable contribution to that ambient street noise and, therefore, would not result in any significant increase in it. Thus <u>Therefore,</u> the</p>

	<p>proposed residential <u>component would not be adversely impacted by noise generated by the existing business park use would have a less than significant impact on adjacent residential uses as regards lighting and noise. According to the Section 4.2 analysis (Air Quality), demonstrates that odors from the adjacent business park uses will have a less than significant impact on the proposed residential component Project as the business park is not the source of nuisance odors. The residential component of the Project has no sources of objectionable odors. The repeal of the Raytheon Specific Plan would not result any change to the existing or proposed Project uses. Therefore, the Project would be consistent with this General Plan Policy.</u></p> <p>d. Consistent with Mitigation: As provided for in Section 4.1 (Aesthetics), a mitigation measure limits the location and height of signage in terms of location and height for the <u>Project's residential component of the Project. Business park signage is already limited by its conditions of approval for the business park use. The repeal of the Raytheon Specific Plan would not result in any changes to proposed signage in either component of the Project. Therefore, the Project would be consistent with this General Plan Policy with the mitigation measure cited above.</u></p> <p>e. Consistent: <u>As indicated in Section 4.13 (Traffic),</u> The Project site is accessed by the extension of two existing public streets, creating 4-way intersections, and a single curb cut driveway intersection Los Carneros Drive, with sufficient sight distance for safe use. There are no single loaded private driveways serving residential units in the <u>Project's residential component of the Project. Access to the business park component of the Project will not change. The repeal of the Raytheon Specific Plan would not result in any revision to approved access to either the existing or proposed components of the Project. Therefore, the Project would be consistent with this General Plan Policy.</u></p> <p>f. Consistent with Mitigation: The proposed Project will include the development of a separate, public bicycle path <u>located between the Project's residential and business park components of the Project. Pedestrian access is provided throughout the Project site. with Internal pedestrian access available from occupied units to recreational amenities and along the backbone interior street. Pedestrian access to the active area of the public park is provided via a footpath from the creekside riparian corridor maintenance road along Tecolotito Creek, which is also available for pedestrian use. Pedestrian access is already available along the Los Carneros Road frontage of the developed business park component of the Project. and t The Los Carneros frontage of the residential component will be landscaped to match the existing streetscape, including the provision of sidewalks. Pedestrian safety would be assured at the new 4-way intersection of Los Carneros Road and Calle Koral and through other street improvements required through modifications to the traffic signal provided by the Project's developer as required by mitigation measures or funded in</u></p>
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	<p><u>whole or in part by the Project.</u> The other components of the Project would have no impact on pedestrian or bicycle connectivity. <u>Repeal of the Raytheon Specific Plan will have no impact on street improvements required for this Project based on current conditions.</u> Therefore, the Project would be consistent with this General Plan Policy <u>with the mitigation measures and Project requirements cited above.</u></p> <p>g. Consistent: A central, pedestrian accessible recreational center will be provided within the residential component of the Project. A separate swimming pool and half-court basketball courts and a tot lot will be easily accessible from the proposed apartments. The active space of the public park would be accessed via a footpath from the existing Tecolotito Creek maintenance road. The business park component provides outdoor spaces available to workers in the two business park buildings. The repeal of the Raytheon Specific Plan would have no impact on the location of pedestrian oriented open spaces. Therefore, the Project would be consistent with this General Plan Policy.</p> <p>h. Consistent with Mitigation: As demonstrated in Section 4.13 (Traffic) and described and illustrated in Section 2.0 (Project Description), the Project site can be easily and safely accessed by pedestrians and vehicles at three locations (west, east and south). A traffic signal controlled access is provided at the access point with the highest level of traffic (a 4-way intersection at Calle Koral and Los Carneros Road) to ensure safe access. A stop sign-controlled access ensures vehicular and pedestrian safety at the Tecolotito <u>Creek</u> bridge/Cortono crossing. The third access to/from Los Carneros will be right in/right out only, <u>which is</u> enforced by the presence of an existing landscaped median in Los Carneros Road. A mitigation measure in Section 4.13 (Traffic) ensures <u>maintenance of that</u> sight distance at the third point of access will be maintained. Access to and from the business park component is already approved and well established. The development of the residential component will not interfere with those points of access. The repeal of the Raytheon Specific Plan will have no impact on the location or safety of motorize and non-motorized access to either site. Therefore, the Project is consistent with this General Plan Policy <u>with the mitigation measure cited above.</u></p>
<p>Policy LU 6 – Park and Open Space Uses</p> <p><i>Objective: To provide land areas for public parks, recreation, and open space land uses and private recreational lands within the city and recognize the importance of their contribution to the overall quality of life in Goleta.</i></p>	
<p>Policy LU 6.1 - Park and Open Space land use categories including permitted uses and recommended standards for building intensity are shown in Table 2-4 of the General Plan. The two use categories are intended to identify appropriate locations for parks and other active recreational uses for open space and passive recreation.</p>	<p>Consistent with Mitigation: Category AR (active recreation) permits active recreation, open space, and passive recreation, and nature preserves. All three <u>four</u> types of uses <u>are provided for in the through the development of the residential component of the Project.</u> The Project includes private active recreational area, public active recreation including a bicycle path and active area within a public park, passive recreation use within the public Neighborhood Park, <u>preserved ESHA habitat within Tecolotito Creek,</u> and <u>SPA upland buffers between the ESHA and the development footprint of the Project's residential</u></p>

	<p><u>component</u>, riparian corridors and stream setback areas, the Tecolotito Creek maintenance road through the creek's riparian corridor, and preserved ESHAs <u>covering</u> along both Tecolotito Creek and its unnamed tributary. Sections 4.3 (Biological Resources) and 4.12 (Recreation) provide descriptions of each type of use and <u>mitigation measures are imposed</u> designed to ensure continued upkeep and maintenance of <u>both active and passive</u> recreational areas. for the first 5 year by the developer and subsequently by the Project's HOA. The repeal of the Raytheon Specific Plan will have no impact on recommended standards for building intensive. The proposed Neighborhood Park will be developed on Lot 7 and will incorporate both active and passive uses. Therefore, the Project is consistent with this General Plan Policy <u>with mitigation measures cited above.</u></p>
<p>Policy LU 6.2 – Open Space/Passive Recreation category identifies and reserves area with significant environmental values or resources, habitats, views and other open space values. This category includes areas reserved for natural drainage courses that may be managed as part of the City's stormwater management program. The following criteria shall apply to lands with this designation.</p> <p>a. Open space lands are intended to maintain the land in a natural condition in order to protect and conserve habitats.</p> <p>b. Resource management activities, including but not limited to habitat restorations are permitted.</p> <p>c. Minimal improvements to accommodate passive public use such as trails, nature education, and public viewing are permitted.</p> <p>d. Except for existing facilities, active recreational uses involving structures or improvements to the land shall not be permitted.</p> <p>e. Limited parking and public access improvements may be allowed provided that any adverse impacts on the associated resources are either avoided or mitigated.</p>	<p>See below</p> <p>a. Consistent with Mitigation: Tecolotito Creek and its unnamed tributary and their associated ESHA/SPA's <u>upland buffers</u> meet the definition of Open Space/Passive Recreation. and are <u>Protection of ESHA habitat is intended</u> to both preserve the <u>ecological</u> environmental values and habitats within Tecolotito Creek. <u>The SPA averages 110 feet in width south of the Tecolotito Creek bridge inclusive of the creek and a 50-foot wide upland buffer that will include both riparian and mixed upland/riparian habitat zones and will be created between the top of bank and the Project's development footprint.</u> and to be</p> <p><u>The upland buffer area of the SPA will be managed as part of the City's stormwater management program by the Permittee and/or its successor in interest as provided for in mitigation measures.</u> The Project will preserve the preserves these on site ESHA areas in their natural conditions <u>to the extent feasible, subject to impacts associated with permitted construction, which will be mitigated at a ratio of 3:1.</u> and, in</p> <p><u>In the case of the unnamed tributary the vegetation added between the tributary and the 100-year flood plain boundary Project will create an riparian corridor/SPA to enhance will create the drainage's habitat values in and around the mostly unvegetated drainage.</u> Appropriate buffers SPAs are <u>would be provided pursuant to the City's interpretation of City's General Plan standards and priorities.</u> The business park has no impact on the site's open space lands. The repeal of the Raytheon Specific Plan will have no impact on the preservation of ESHA habitat. Therefore, the Project is consistent with this General Plan Policy <u>with implementation of the mitigation measures requirements cited above.</u></p> <p>b. Consistent with Mitigation: As noted above and as provide in Sections 4.3 (Biological Resources) and 4.8 (Hydrology and Water Quality), The Project's <u>residential component</u> will include the creation of a SPA <u>an upland buffer with a minimum 50-foot width of varying width riparian SPA between the top of the bank of to</u> Tecolotito Creek and within and around the unnamed Tecolotito Creek tributary in</p>

	<p>Lot 7 and will restore any impacted areas of the creek habitats riparian corridor of Tecolotito Creek itself. The creation/restoration components of the Project will be subject to an approved Habitat Mitigation and Monitoring Plan (HMMP) that will be reviewed, approved, and conditioned by all agencies with jurisdiction over these resources. The HMMP will establish success criteria for the restoration and creation project of onsite habitats, including upland buffer portions of the SPA.</p> <p>The Flood Control District conducts its own maintenance and management activities within the Tecolotito Creek and tributary areas subject to its own NPDES permit issued by the CCRWQCB, which is unrelated to the Project. <u>Therefore, with compliance with the approved HMMP,</u> the Project will be consistent with this General Plan Policy.</p> <p>c. Consistent: The Project will make no changes to the Tecolotito Creek maintenance road, which is accessed by pedestrians as a creek side trail but is under the control of, primarily for the use of, the County Flood Control District with access to the creek. The Project will provide access to the active area of the Neighborhood Park via a fenced footpath through the riparian corridor <u>proposed Tecolotito Creek upland buffer portion of the SPA</u> to <u>from</u> the maintenance road, which is an allowable use within a SPA the riparian corridor. Therefore the Project will be consistent with this General Plan Policy.</p> <p>d. Consistent with Mitigation: The Project includes the construction of a bridge over Tecolotito Creek to provide access to the Project. However, as provided by GP Policy CE 2.3 (Allowable Uses), Bridges may be constructed over EHSAs where no other feasible location is available. <u>As documented in Section 4.13 of this EIR, no other feasible location is available for this access, as is the case here (See Transportation 4.13).</u> The City requires an additional access to the residential Project site. Prior to the approval of the original Village at Los Carneros Project in 2007, several alternative locations were studied before the selection of the proposed bridge as the only feasible way to provide that access. Although the bridge will provide private access, the bridge qualifies for this exception because it will also carry <u>provide</u> the <u>planned</u> extension of the public bicycle trail <u>and pedestrian access</u> and public utilities that serve the residential project. Mitigation measures require restoration of any habitat impacts associated with bridge construction and <u>FCWCD City</u> policy prohibits the location of bridge foundations or piling on the bed or bank of the creek and, in most instances, within the 100-year flood plain. Since the bridge meets the existing General Plan criteria for a structure that may be constructed through an ESHA <u>a SPA inclusive of its ESHA area, and construction related impacts would be fully mitigated pursuant to mitigation measures,</u> it is consistent with this General Plan Policy.</p> <p>e. Consistent with Mitigation: No parking is provided in connection with <u>the</u> Tecolotito Creek maintenance road,</p>
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	<p><u>which also provides a pedestrian trail along the creek. No parking is provided for</u> or the Neighborhood Park area. The Tecolotito Creek maintenance road is a pre-existing facility. A footpath will be constructed between the maintenance road and the active area of the park but all habitat impacts associated with the footpath will be mitigated through the development of a riparian SPA adjacent to the lot 7 unnamed tributary. A mitigation measure requires fencing of the footpath through the riparian corridor to prevent human intrusion <u>into the upland buffer of the Tecolotito Creek SPA to any other area.</u> Therefore, <u>with implementation of mitigation measures,</u> the Project is consistent with this General Plan Policy.</p>
<p>LU 6.3: Open Space/Active Recreation designation is intended to identify existing or planned areas for public parks and active recreation activities and facilities and may apply to significant private outdoor recreational facilities such as golf courses and private parks. Individual recreational areas may include a mix of passive and active recreational features and improvements. The designation may also include storm drainage facilities</p>	<p>Consistent with Mitigation: The Project include private active recreational facilities includes and a Neighborhood Park, combined Neighborhood Open Space and a Neighborhood Park that provides 1.75 acres of compatible active recreational facilities with open space consisting of SPAs and ESHA riparian corridors between the Tecolotito Creek and its unnamed tributary in lot 7 as described in Section 4.12 (Recreation). See discussion under Policies OS 6.4 and 6.5. Therefore, the Project is consistent with this General Plan Policy.</p>
<p>Policy LU 2: Residential Land Uses <i>Objective: To provide appropriate land areas for the residential needs of existing and future city residents consistent with the existing character of the city's neighborhoods.</i></p>	
<p>Policy LU 2.2: 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 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 or other natural hazards; (c) Areas with stormwater drainage problems; (d) protection of significant public and private views; (f) exposure to exterior noise levels that exceed CNEL of 60 dBA; (g) areas with archaeological or cultural resources; (h) deficiencies in services needed for urban development; and (i) prevailing densities of adjacent development in residential areas.</p>	<p>Consistent: The Project site's residential component is General Plan-designated for medium density housing (R-MD). The recommended density for R-MD properties is 20 units per net acre. The residential component of the Project has approximately 30 net acres, permitting a maximum of 599 residential units based on the maximum density allowed by its land use designation. The residential component of the Project proposes to build 465 residential units or <u>approximately 15.5 units per net acre,</u> which is less than the target density for the site.</p> <p>The actual development density is affected <u>by constraints presented by such as</u> the presence of the <u>Tecolotito Creek ESHA area, the creek's 100-year flood plain, the unnamed tributary and its associated flood plain, areas prone to flooding,</u> and locations with exposure to <u>potentially excessive noise and vibration levels that exceed standards</u> due to proximity to the regional transportation corridor, <u>the need for an upland buffer in addition to the Tecolotito Creek ESHA area to form an adequate SPA, and a setback area for potential archaeological resources.</u> These constraints reduce the area available for development. The Project is consistent with the prevailing densities of adjacent existing and planned residential development similarly situated and constrained. Therefore, the Project is consistent with this General Plan Policy.</p>
<p>Policy LU 2.3: The following residential standard or criteria shall be applicable to residential development proposals:</p>	<p>See below a. Consistent: As demonstrated in Section 4.1 (Aesthetics), the new residential units proposed by the Project protect the</p>

<p>a. The privacy of existing residential uses in the immediate area shall be protected in the design of new or expanded structures.</p> <p>b. Solar access of residential uses shall be protected in the design of new or expanded structures.</p> <p>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.</p>	<p>privacy of existing residential uses, which are located at a distance from the Project site. Site elevations and the proposed heights of buildings are not great enough to allow views internal into nearby residential sites. Existing and proposed landscape and vegetation provide further screening. Therefore, the Project is consistent with this General Plan Policy.</p> <p>b. Consistent: Solar access on rooftops of structures is protected by the design and placement of proposed structures, <u>although</u> solar panels are not proposed for the Project at this time. Therefore, the Project is consistent with this General Plan Policy.</p> <p>c. Consistent: As demonstrated in Section 4.1 (Aesthetics), the residential structures on the Project site would be compatible with the character of other residential projects in the immediate neighborhood, having buildings footprints that are compatible in terms of size, bulk, scale, and height when differences in product, product mix and site elevation are factored into the comparison. The repeal of the Raytheon Specific Plan will have no impact on these design factors. Therefore, the Project is consistent with this General Plan Policy.</p>
<p>Policy LU 2.6: Medium Density Residential (M-DR) is intended to provide for development of residential units at densities up to 20.0 units per acre. In order to achieve efficient use of a limited supply of land designated for 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.</p>	<p>Consistent: The Project site is designed for medium density residential with a requested zoning of <u>approximately 15.5-14 du/acre under Planned Residential Development (PRD-465), which is lower than the target density for the Project site. Site-specific constraints include preservation and protection of the ecological values of the onsite Tecolotito Creek ESHA area, provision of an additional upland buffer for Tecolotito Creek and 100-year flood plain, the presence an unnamed tributary ESHA and associated flood plain, setbacks required to reduce noise and vibration impacts from the UPRR/US 101 corridor, protection of an area of potential archaeological resources. These various constraints significantly reduce the acreage available for development.</u></p> <p>Three of the Project's residentially <u>zoned</u> Lots areas were designated Central Hollister Affordable Housing Opportunity Sites per HE 11.6, <u>which would permit a density of 20-25 units per acre on the site.</u> However, a General Plan Amendment removing the designation of Affordable Housing Opportunity Sites from those three lots areas was is being processed separately but concurrently processed and its approval is assumed, removing the density requirement. <u>Nonetheless, The Project will provide 70 units of affordable rental housing, consistent with the amount of affordable housing that would have been required had the AHO designation remained in place, pursuant to a mitigation measure imposed in the Addendum to the General Plan FEIR that accompanies the General Plan Amendment. Providing affordable housing will be guaranteed through the Project's Development Agreement.</u> Therefore, the Project is consistent with the goals and objectives of this General Plan Policy <u>with mitigation and in consideration of site constraints as described.</u></p>

Land Use Policy LU 1 – Land Use Map and General Policies

Objective: To maintain a land use pattern that provides continuity with the past and present use and development of the city and locates the various uses in a manner that is consistent with the fundamental goals and principals of the plan

Policy LU 1.2: The Land Use Plan shall ensure that Goleta's land use pattern remains predominantly residential and open, with the majority of nonresidential development concentrated along the primary transportation corridor – east and west along Hollister Avenue and U.S. 101.

Consistent: The General Plan Land Use Plan includes the ~~creation~~ designation of the Central Hollister Residential Development Area between the primary transportation corridors of Hollister Avenue and U.S. 101. The Project introduces residential uses and maintains two existing ESHA open space areas and adds an SPA upland buffer to the Tecolotito Creek ESHA to create an adequate SPA pursuant to CE Policy 2.2 in this sensitive area, consistent with this policy ~~for creation of a new residential neighborhood along the transportation corridor in this location.~~ Since the proposed residential component of the Project is consistent with other provisions of the General Plan Land Use and Housing Elements, it is assumed that the residential development proposed for the Central Hollister Residential Development Area is a City-intended exception to the concentration of non-residential uses along primary transportation corridors and is intended to facilitate the provision of transit-oriented development and to place housing in ~~is~~ close proximity to ~~compatible~~ employment centers and transit. Therefore, the Project is ~~not inconsistent~~ consistent with the objective of this General Plan Policy.

Policy LU 1.7: Approvals of all new development shall require adherence to high environmental standards and the preservation and protection of environmental resources, such as environmentally sensitive habitats, consistent with the standards set forth in the Conservation element and the City's Zoning Code.

Consistent with Mitigation: The proposed Project adheres to high environmental standards. It preserves or fully mitigates for impacts to the ESHA habitat within its boundaries and is consistent with the following applicable Conservation Element Policies, specifically **CE 1.6** (Protection of ESHAs), **CE 1.7** (Mitigation of Impacts to ESHAs), **CE 1.8** (ESHA Buffers), **CE 2.1** (Designation of Protected Creeks), **CE 2.2** (Streamside Protection Areas), and **2.3** (Allowable Uses). The Project is consistent with the Conservation Element's Standards for Development Projects as ~~indicated in the analysis provided in Section 4.1 (Aesthetics) regarding light and glare and with; 4.8 (Hydrology) regarding measures to reduce or avoid soil erosion, creek siltation, increased erosion, and reduced infiltration of stormwater.~~ Mitigation measures prohibit grading of the ESHA areas and vegetation clearance in the established, existing riparian and freshwater marsh habitat areas in Tecolotito Creek with certain permitted exceptions that are consistent with the General Plan. ~~corridors; 4.3 (Biological Resources) regarding avoidance of the ESHAs and in other sections of the EIR. The Project SPA consists of the Tecolotito Creek (60-feet) and a 50-foot minimum upland buffer between the top of the creek bank (i.e. the edge of the riparian habitat) and the Project's development footprint. The minimum Tecolotito Creek ESHA and SPA is 110 feet in width at its narrowest point and exceeds 700 feet in width at the north property line.~~

Policy CE 2.2 allows the City the flexibility to reduce the upland buffer portion of the SPA to no less than 25 feet on a

	<p><u>case-by-case basis, assuming consistency with two criteria: (1) A determination as to the adequacy of the 50-foot wide upland buffer to protect the ecological integrity and biological functions of Tecolotito Creek and (2) a determination that a Project consistent with the goals and objectives of the Central Hollister Residential Development Area and the City's affordable housing policies and aesthetic goals (see policies LU Policy 2.6 (Medium Density Residential Density Standards; Housing Element Policy 11.6 (Density Bonuses for Affordable Housing) would not be feasible with a 100-foot upland buffer in addition to the 60-foot wide creek (i.e. a 160 foot SPA) along the entire length of Tecolotito Creek; and the City's intent in creating the Central Hollister Residential Development Area).</u></p> <p><u>Based on a review of the site and the various General Plan policies that impact its development the DEIR determined that an SPA comprised of a minimum 50-foot wide upland buffer in addition to the 60-foot wide ESHA on Lot 6 was the only feasible way to allow development of a residential project that provides a unit count that is as close as possible to the City's target density of a minimum of 15 dwelling units per acre for the site (including 70 units of affordable rental housing) and target housing mix, given the site's numerous constraints.</u></p> <p><u>The addition of a 50-foot wide upland buffer to the 60-foot wide ESHA south of Tecolotito Creek bridge would result in a protected SPA corridor of approximately 110 feet in width. North of the Tecolotito Creek bridge the SPA measures from approximately 110 feet in width to over 700 feet in overall width at the north property line. The SPA's combined creek, bank, roadway, riparian and mixed upland/riparian zones offer shade, dispersal zones for small animals, and nesting opportunities south of the Tecolotito Creek bridge. The much larger upland buffer on Lot 7 additionally incorporates the tributary ESHA and a park site that includes a small active recreation area and over 3 acres of vegetated open space.</u></p> <p><u>The water quality function of the SPA is handled primarily through onsite BMPs and extensive landscaping that will enhance water quality flowing into the Goleta Slough. As such, the proposed SPA corridor along the entire length of Tecolotito Creek protects the critical ecological integrity of the creek (i.e., the provision of fresh water to the Goleta Slough) and creates additional ecological value for its unnamed, largely un-vegetated tributary, consistent with City policy, while, at the same time, permitting development of a feasible project on a site where density is constrained by archaeological resources, noise & vibration contours, an exceptionally large flood plain on Lot 7, and hazards considerations related to the site's proximity to the UPRR/U.S. 101 corridor.</u></p>
<p>Policy LU 1.8: Approvals of all new development shall require compatibility with the character of</p>	<p>Consistent: As previously noted, and as <u>documented</u> demonstrated in Section 4.1 (Aesthetics), the Project is</p>

<p>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.</p>	<p>compatible with the character of the existing development in the immediate area. As indicated in the General Plan Housing Element, the Central Hollister Residential Development Area is intended to be a <u>NEW new</u> residential neighborhood. <u>Therefore, and the issue of compatibility is more complex than in an established, largely single use community.</u> In Central Hollister area, the area mixes business park, industrial, and commercial uses <u>are intentionally mixed</u> with new residential uses. <u>The area is still developing and its character is still in formative stages. As noted in previous analysis, the Project's residential component is similar in type, building massing, height, and materials to existing and planned residential development in the area.</u> The Project protects existing view sheds and scenic vistas as <u>documented demonstrated</u> in the view analysis provided in Section 4.1 and is, therefore, consistent with this General Plan Policy.</p>
<p>Policy LU 1.9: The City shall encourage quality site, architectural, and landscape design in all new development proposals, which 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.</p>	<p>Consistent: As described in Section 2.0 (Project Description,) the <u>Project's residential component has is a program for eordinated site development planning</u> that includes circulation, architecture, landscape and amenities design. Common areas, open space areas, and recreational amenities create community gathering areas and a sense of place and scale. The repeal of the Raytheon Specific Plan <u>would not adversely impact will have no impact on</u> site planning or the <u>intended</u> cohesiveness of the overall development. Therefore, the Project is consistent with this General Plan Policy.</p>
<p>Policy LU 1.10: The Medium density multi-family designations shall provide appropriate locations for multi-family dwells as well as allow development standards that enable creativity and diversity in design. Each designation shall permit a range of housing types and shall include:</p> <ol style="list-style-type: none"> Adequate open space and recreational facilities such as parks, open spaces, or bike paths as integral part of the development. Appropriate amounts of outdoor space for the exclusive use of individual residential units. Appropriate pedestrian and bicyclist access to commercial or other activity centers and appropriate facilities to encourage use of public transit. Adequate services and facilities such as sewer, water and roadway capacity concurrent with development. Adequate off-street parking. Appropriate access by emergency vehicles. 	<p>Consistent: The residential component of the Project is <u>designated in the</u> General Plan designed for medium density residential. The designation is not limited to <u>the development of</u> multifamily housing. The Project does, however, include multi-family rental housing as well as clustered townhomes and stacked condominium flats that could be defined as multi-family as they are grouped together in buildings of various sizes. The Project also includes single-family detached homes and duplexes. Therefore, the Project provides a range of housing types and is consistent with this General Plan Policy.</p> <p>a. Consistent: The Project includes multifamily housing and is a medium density development with a variety of housing types. It provides approximately 18 acres of open space including recreational amenities, a public park, common landscaped areas, and a public bicycle path, consistent with the purpose and intent of this General Plan Policy.</p> <p>b. Consistent: Each residential unit includes private open space <u>in the form of a</u> patio or balcony area consistent with the requirements of the IZO for the type of housing and the number of bedrooms provided for each unit, <u>and is therefore</u> consistent with this General Plan Policy.</p> <p>c. Consistent: The Project provides both appropriate <u>public and private</u> pedestrian and appropriate bicycle connections to the external street system, and <u>encourages ing</u> the use of public transit where it is available, consistent with this General Plan Policy.</p>

	<p>d. Consistent: As <u>documented demonstrated</u> in Sections 4.13 (Traffic), 4.11 (Public Services) and 4.14 (Utilities) of this EIR the Project is served by all necessary public facilities, utilities and roadways, and these <u>each of these services</u> can accommodate the proposed Project, consistent with this General Plan Policy.</p>
<p>Policy LU 1.13: For health, safety, and general welfare reasons, approvals of new development shall be subject to a finding that adequate infrastructure and services are available in accordance with the Public Facilities and Transportation Elements.</p>	<p>e. Consistent: The Project provides off-street parking at a ratio of 3:1, which exceeds the parking ratio required by the City's Municipal Code, consistent with this General Plan Policy.</p> <p>f. Consistent: The Project provides <u>has</u> adequate access to <u>for</u> emergency vehicles pursuant to the City's Fire Code, providing three points of ingress/egress to the south, east, and west of the site, consistent with this General Plan Policy.</p> <p>Consistent with Mitigation with the Exception of Solid Waste: As demonstrated in the analysis in Section 4.13 (Traffic), 4.11 (Public Services), and 4.14 (Utilities), The Project is adequately served by all necessary public services and utilities and public roadways as demonstrated in the analysis Sections of 4.13 (Traffic), 4.11 (Public Services) and 4.14 (Utilities). <u>However,</u> the Project exceeds the City's significance threshold for solid waste. <u>However, The Project is consistent with this General Plan Policy for all other infrastructure and services.</u> Although there is adequate landfill available to handle the Project's solid waste generation <u>the Project is not consistent with this General Plan Policy with regards to solid waste.</u></p>
<p>CONSERVATION ELEMENT</p>	
<p>Conservation Policy 1 – Environmentally Sensitive Habitat Designations and Policy <i>Objective: To identify, preserve, and protect the city's natural heritage by preventing disturbance of ESHAs</i></p>	
<p>Policy CE 1.6: 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:</p> <p>a. No development except as otherwise allowed by this element shall be allowed within ESHAs or ESHA buffers.</p> <p>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 degradation of the ecological functions provided by the habitat area.</p> <p>c. Public accessways and trails are considered resource-dependent uses and may be localized within or adjacent to ESHAs. These uses shall be sited to avoid or minimize impacts on the resource to the maximum</p>	<p>a. Consistent with Mitigation: As demonstrated in Section 4.3 (Biological Resources) and Section 4.12 (Recreation), mitigation measures would ensure that the Project's development does not encroach on any ESHA within or adjacent to the Project site with the exception of the construction of the Tecolotito bridge pursuant to subpolicy (d) and Policy C 1.5 below. <u>The only development within the Project site's ESHA/SPA and its upland buffer areas are permitted uses such as a bridge over Tecolotito Creek that provides public pedestrian and bicycle access to and through the site as well as private vehicular access and a drainage outlet and therefore meets the requirement of this General Plan Policy.</u></p> <p>b. Consistent with Mitigation: <u>The Project provides upland buffers between Tecolotito Creek and the Project's development footprint, located at the back of any SFD lot on Lot 7 and at the top of slope adjacent to the Podium Flats on Lot 6, all within the 100-year flood plain. The City's General Plan Policy CE 2.2 calls for an upland buffer width of 100 feet measured from the top of bank with some flexibility as described below. The SPA buffer inclusive of the upland buffer measured as described above varies from over 700 feet in width along the north property boundary to an average 50 feet in width along the length of Tecolotito Creek south of</u></p>

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; 5) biological research, and 6) Public Works projects as identified in the CIP, only where there are no feasible, less environmentally damaging alternatives.

the Tecolotito Creek bridge. As previously noted CE 2.2 allows for a reduction in the width of the upland buffer to not less than 25 feet on a case-by-case basis for projects that can demonstrate that the reduced SPA will be adequate to prevent degradation of the ecological functions of the ESHA and that the project would not be feasible without the proposed reduction in the width of the SPA ESHA.

Of the two criteria, the primary criteria for determining the adequacy of the width of the SPA is the ability of the reduced SPA to adequately protect the ecological functions of the ESHA creek habitat. The Tecolotito Creek ESHA is approximately 60 feet in width at the top of bank. Its banks are deep and steep and provide a large area for wildlife movement with considerable riparian and freshwater marsh habitat within the creek boundary to provide cover and shade, while discouraging human penetration into the creek habitats. A 12-foot wide paved maintenance road separates the creek from any adjacent upland and/or upland riparian habitat and is considered a part of the SPA under City rules (Subpolicy CE 1.6). At present, a 1-2 foot wide row of willows and shrubs exist on both sides of the creek, separated from it by the maintenance road on the east and a pedestrian pathway on the west.

Tecolotito Creek and Los Carneros Creek are the primary sources of fresh water flow into the Slough. Therefore, the primary ecological function of concern to the California Department of Fish and Wildlife for Tecolotito Creek and its tributary are transport of clean, fresh water to the Goleta Slough. Therefore, because of the importance of the Slough for wildlife and related functions, the maintenance of incoming water quality is considered most critical, though not the only, ecological function of the ESHA and its upland buffer on either side of the Creek.

As generally defined, SPAs consist of 3 zones: Zone 1 is a riparian zone immediately adjacent to the Creek intended to provide shade to the in-creek habitat and water. It is the narrowest of the Zones. Zone 2 is multi-story, comprised of trees, shrubs and grasses. Zone 2's function is two-fold: to provide habitat and cover for small mammals and to help protect water quality by capturing sediment and debris. In general, Zone 3 is the largest zone and consists entirely of native grasses. Its function is to improve water quality by capturing and reducing sedimentation and nutrient contamination. The proposed 50-foot average upland buffer proposed for the Lot 6 consists of Zones 1 and 2 and is large enough to accommodate the functions these Zones are intended to perform.

Zone 3 is missing from this SPA. However, its water quality function is performed by the on-site landscaping and the substantive, effective water quality BMPs that are intended to protect and improve the quality of storm water runoff and

nuisance water exiting the developed site. These include two subsurface detention/infiltration basins. Therefore, this critical ecological function of the upland buffer (water quality protection) is already performed by onsite BMPs and a Zone 3 buffer is not required. North of the Tecolotito Creek bridge the upland buffer widens considerably, reaching over 700 feet in width at the north property line. The size of the upland buffer in this area is dictated by the limits of the 100 year flood plain associated with both the creek and its unnamed tributary. Here all three SPA zones are found, including the grassland water quality zone.

Other important ecological functions of the SPA include the trees for nesting and migratory rest stops for birds and cover for small mammals that will facilitate their movement both north and south of U.S. 101 and provide foraging opportunities for birds of prey. The addition of a 50-foot wide Zone 3 open grassland to the proposed 50-foot wide riparian and shrub upland buffer would provide additional habitat for vole, ground squirrel, badger, and coyote while also providing foraging habitat for kites and other birds of prey while incrementally increasing mitigation of water quality by further trapping sediment, trash, and nutrients.

A single study by graduate students at the University of California at Santa Barbara indicates that the Tecolotito Creek may also provide a route for the movement of larger mammals between the Goleta Slough and the Santa Ynez mountains because the height of the bridges across the creek. If larger mammals are using the creek, they appear to be remaining within the ESHA area since the bridges and freeway undercrossing referenced in the Santa Barbara study provide adequate height for passage only in the area covered by the creek's width. The bridges south of the Project site, though high enough to accommodate their passage, are no wider than the Los Carneros bridge or the proposed Tecolotito Creek bridge proposed for the Project.

As noted in the assessment of General Plan consistency of Land Use Policies 2.6 and 1.7, the Project site is highly constrained. The purpose of the site's zoning and General Plan designation is to permit a density of at least 15 dwelling units per acre and up to 25 dwelling units per acre to accommodate affordable housing. Because of site constraints, the Project is limited to a density of 15.5 du/acre. It is additionally required to accommodate 70 units of affordable rental housing. The site density falls short of the City's target density for this location. The mix of housing types provided is consistent with the housing mix for which the site is zoned and for which the Central Hollister Residential Development Area was created to accommodate.

Any further reduction in the density of the residential component could render the provision of affordable housing financially unfeasible, which would be at variance with City

	<p><u>Land Use and Housing policies. Increasing the height of structures and eliminating lower density SFDs to accommodate a wider buffer would likewise be at variance with City land use and aesthetic policies regarding design, varying roofs and building heights, varying building mass, provision of a variety of housing types and sizes, varying affordability and protection of views. For these reasons, reducing the number of units on the project site or limiting the variety of housing types and the range of bedrooms provided by the project to accommodate a wider SPA is considered infeasible by the City and contrary to its General Plan goals and objectives.</u></p> <p><u>Since the reduced upland buffer south of Tecolotito Creek bridge would still protect the critical ecological functions of the ESHA in concert with the Project's Water Quality BMPs and given that a larger upland buffer would make the provision of affordable housing and the satisfaction of other land use, aesthetics, and housing goals impossible to achieve, the reduced upland buffer on Lot 6 is considered consistent with General Plan Policy CE 1.6 and related Conservation Element policies. The only encroachments on the ESHA areas in and adjacent to the Project site are associated with the construction of the Tecolotito bridge (d-1); a footpath allowing access to the active Neighborhood park area (c), the creation of a riparian corridor and buffer for the unnamed tributary (d-3), the creation of a SPA buffer for Tecolotito Creek's riparian corridor (c). Fencing may be installed to protect the riparian corridor from encroachment associated with human use of the existing creekside maintenance road, the footpath, and the active area of the park site (c). These are permitted activities within an ESHA and an associated SPA pursuant to General Plan policies and therefore, the Project is consistent with objective and intent of this General Plan Policy. Mitigation measures would prohibit construction on or in the creek bed and banks.</u></p> <p><u>c. Consistent with Mitigation: A footpath will be constructed between the existing maintenance road and the onsite park area. The path will be fenced to protect the balance of upland buffer from human intrusion. Signage will be used to indicate that motorized cycles and domestic pets are not permitted on the existing maintenance road or in the active park area. Therefore, the Project will be consistent with this General Plan Policy. A SPA buffer varying in width from 25–45 feet will be provided between each ESHA area and the developed portion of the Project site. The SPA buffer areas will be planted with drought tolerant native vegetation as required by mitigation measures that will provide a transition between the protected ESHA and the developed area of the site and thus protect the ecological functions of the habitat area, consistent with this General Plan Policy.</u></p> <p><u>d. Consistent with Mitigation: A private road crossing (Tecolotito Creek bridge) with utilities (suspended from the bridge) will provide an extension of public bikeway and pedestrian access through the Project</u></p>
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	<p><u>site and is therefore permitted within an ESHA.</u> In addition and a footpath will be constructed within the ESHA to accommodate access to the active areas of the public park.. Mitigation will be provided as required pursuant to jurisdictional permits on site <u>through the creation of riparian and native grassland areas in the vicinity of the a 50-foot wide SPA riparian corridor adjacent to the mostly un-vegetated</u> unnamed tributary. <u>The average 50-foot wide upland buffer</u> will be provided between the Tecolotito Creek ESHA and the development <u>footprint south of the private bridge and will expand to as much as 700 feet in width toward the northern boundary of the property.</u> , which The SPA will enhance to protection of the <u>Tecolotito Creek ESHA</u> compared to the current condition. and enhancement of the riparian corridor, including replacement/restoration of any temporary impacts to the riparian corridor and buffer area that occur during construction. As noted in Section 4.13 (Traffic), the Tecolotito Creek bridge access was the only feasible alternative available to provide required emergency access to the site following evaluation of other alternatives and is therefore consistent with this General Plan Policy.</p>
<p>Policy CE 1.7: 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. All mitigation sites shall be monitored for a minimum period of five years following completion.</p>	<p>Consistent with Mitigation: As noted in Section 4.13 (Traffic) <u>and in previous consistency analysis</u>, the location of the Tecolotito <u>Creek</u> bridge was determined after an alternatives analysis and is required to provide adequate and safe access to the site. The impacts created by the improvement, will be mitigated onsite through the creation of a riparian corridor and SPA buffer area associated with the unnamed tributary onsite and enhancement of the riparian corridor along Tecolotito Creek. A mitigation measure in Section 4.3 (Biological Resources) requires 5-year monitoring of all mitigation sites after their completion and other mitigation measures regarding the location of bridge foundations, etc., would result in a bridge that is consistent with the requirements of this General Plan Policy.</p>
<p>Policy CE 1.8: 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 sufficient size to ensure the biological integrity and preservation of the ESHA they are designed to protect.</p>	<p>Consistent with Mitigation: A mitigation measure in Section 4.3 (Biological Resources) requires the use of native species in the <u>upland buffer</u> buffer areas adjacent to the Tecolotito Creek ESHA area and within the upland buffer extending beyond the the SPA on either side of the lot 7 tributary <u>to the associate 100-year flood plain boundary.</u> An <u>upland buffer Buffers averaging 50-feet in width is proposed for Lot 6 .</u> integrity and preservation of the ESHA areas, as determined in the analysis provided in this Section. Mitigation measures is <u>in</u> Section 4.3 requires the preparation of a <u>SPA</u> buffer and fuel modification plan that satisfies the requirements of a City-selected certified biologist as to the ability of the buffer to protect ESHA habitat <u>values identified for Tecolotito Creek</u> while at the same time satisfying the Fire Department's requirements for defensible space before the City issues <u>grading</u> permits. With this mitigation, the Project <u>would be consistent</u> with the objective and intent of the City's General Plan Policy.</p>

Policy CE 1.9: 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

a. Consistent with Mitigation: The Project is designed to avoid the Tecolotito Creek ESHA area to the extent feasible and preserve the water quality values, habitat network and wildlife movement corridor of Tecolotito Creek. The proposed bridge is required to have sufficient height as measured from the creekbed to permit continued passage by large mammals that may move through the creek. A City-approved biologist must determine that the buffer area plan will be designed sufficient to prevent and/or mitigate adverse impacts due to edge effects such as light and noise before the City issues any permits for the Project. As noted in the consistency analysis for CE 2.2 and 1.6, the Zone 1/Zone 2 approach to the SPA within Lot 6 will provide habitat and dispersal zones for small mammals, amphibians, reptiles, and birds that do not use the creek proper. With this mitigation measure, the Project is considered generally consistent with the purpose and intent of this General Plan Policy.

b. Consistent with Mitigation: The entire developed area of the Project site avoids the onsite Tecolotito Creek ESHA areas. The Santa Barbara County Fire Protection District determined that fuel modification activities are not required in ESHAs including its upland buffers. Fuel modification zones to not impact ESHA areas but may extend into and adjacent SPA buffer zones, as permitted, consistent with this General Plan Policy. According to mitigation measures in Section 4.3 (Biology), the SPA vegetation plan buffer zone plan must be reviewed and approved by a City-selected biological consultant, who must determine whether that the average 50-foot wide Lot 6 upland buffer plan satisfies both the need to provide adequate protection of the essential ecological functions of the Tecolotito ESHA resources and the need to provide adequate defensible space as determined by the Fire Department. In the event that these findings are not made based on the current SPA plan, revisions to the site plan would be required to ensure that the Project is in conformance with both the objectives, pursuant to of this General Plan Policy.

c. Consistent with Mitigation: The Project site plan, grading plan and landscape design will be required to protect the Tecolotito Creek ESHA to the maximum extent practicable. An 50-wide upland buffer will combine with the 60-foot wide creek to provide a 110-foot with SPA south of the Tecolotito Creek bridge while a larger upland buffer, encompassing the unnamed tributary and extending to the 100-year flood plain boundary will be created in Lot 7. SPA riparian corridor will be created along the unnamed tributary within lot 7, which is now un-vegetated. Planting of non-native invasive species is prohibited by mitigation measure anywhere on the site. The Project's landscape plan and separate SPA/Mitigation Plan, including plans for the buffer areas, must be reviewed and approved by a City-selected biologist as being sufficient to protect the habitat values of the ESHA before the City issues grading permits for the Project. With this mitigation measure, the Project is

<p>landscaping techniques that will reduce or avoid fuel modification activities.</p> <p>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.</p> <p>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.</p> <p>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 before and concurrent with all grading operations.</p>	<p>consistent with <u>the general intent of this General Plan Policy.</u></p> <p>d. Consistent with Mitigation: The Project has been designed to avoid the <u>Tecolotito Creek ESHA area to the extent feasible.</u> Grading may be required in connection with the construction of the bridge over Tecolotito Creek, however bridge foundations are not permitted within the creek or on its banks and must be located as close to the edge of the 100-year flood plain as feasible. as required by the Flood Control and Water Conservation District (See Sections 4.8 Hydrology and Water Quality and Section 4.13 Traffic), avoiding most, if not all, of the riparian corridor, to the extent feasible. Erosion control BMPs will be implemented during both construction and operational phases of the Project, (see Section 4.8 Hydrology and Water Quality) and any incremental increase in storm flows will be detained onsite in subsurface detention basins designed to allow stormwater to percolate into the soil, preventing net increases in baseline flows for Tecolotito Creek (the receiving water). With these provisions and mitigation measures the Project will be consistent with this General Plan Policy.</p> <p>e. Consistent with Mitigation: The Project's outdoor lighting <u>will</u> is designed to follow Dark Sky guidelines and will be shielded from natural areas to prevent spillover (See Section 4.1 Aesthetics), consistent with the requirements of this General Plan Policy.</p> <p>f. Consistent: Vegetated buffers may <u>help to</u> muffle noise generated within the Project. <u>Mitigation measures designed to ensure indoor and outdoor areas meet City noise level guidelines will also help reduce the ordinary noise associated with human habitation.</u> The <u>Project's active recreation area,</u> where the majority of Project-generated noise would be <u>located generated,</u> is <u>located</u> central to the site and at a considerable distance from the ESHA's <u>and upland buffer areas.</u> <u>Most importantly,</u> the <u>source of the dominant ambient noise at the Project site is created by</u> traffic from the adjacent transportation corridors including U.S. 101 and Los Carneros Road, <u>over which the Project has no control.</u> The Project will <u>add incrementally to the ambient noise environment, but the not increase</u> the level of ambient noise <u>and therefore, will not be significantly impacted by Project generated traffic or activities pursuant to the analysis in Section 4.10 (Noise) and</u> The ambient noise level at the ESHAs would be similar with or without the Project. Therefore, the Project is consistent with this General Plan Policy.</p> <p>g. Consistent with Mitigation: New development is sited beyond the at the edge of buffers that separate the ESHAs areas from the developed site. Fuel modification is not required in activities will not penetrate into the ESHA or associated upland SPA areas. See mitigation measures in Section 4.7 (Hazards) and 4.11 (Public Services) regarding fire protection features required as mitigation measures for structures located adjacent to ESHA buffers. Also see mitigation measures in Section 4.3 (Biology) which require the approval of the proposed buffers area plans by a City-selected biologist as adequate to satisfy both the need to</p>
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	<p>protect the habitat values of the ESHA and to satisfy the Fire Department's requirements for defensible space. With these mitigations, the <u>The</u> Project would be consistent with this General Plan Policy.</p> <p>h. Consistent with Mitigation: Erosion control measures including silt fencing, sand-bagging and other BMPs will be installed before the start of vegetation clearance and grading in all protected areas. Mass grading of the site will not intrude into ESHA areas. However, grading associated with the construction of the Tecolotito <u>Creek</u> bridge will impact the riparian <u>habitat and potentially impact freshwater marsh habitat, both of which occur within the creek corridor associated with the Creek.</u> Grading associated with the construction of the Bridge and all bridge construction must occur during the dry season, consistent with the requirements of this General Plan Policy. <u>All habitat impacts must be mitigated as required by the State and federal agencies with jurisdiction over these resources.</u></p> <p>i. Consistent with Mitigation: Appropriate erosion control measures will be required pursuant to the Project's approved SWPPP and must be implement as required by the SWPPP, as required by this General Plan Policy.</p>
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Policy CE 2: Protection of Creeks and Riparian Areas

Objective: Enhance, maintain, and restore the biological integrity of creek courses and their associated wetlands and riparian habitats as important natural features of Goleta's landscape

<p>Policy CE 2.2: A streamside protection area (SPA) is hereby established along both sides of the creeks identified in Figure 4-1. The purpose of the designation shall be to preserve the SPA in a natural state in order to protect the associated riparian habitats and ecosystems. The SPA shall include the creek channel, wetlands and/or riparian vegetation related to the creek hydrology, and an adjacent upland buffer area. The width of the SPA upland buffer shall be as follows:</p> <p>a. The SPA upland buffer shall be 100 feet outward on both sides of the creek, measured from the top of the bank or the outer limit of wetlands and/or riparian vegetation, whichever is greater. The City may consider increasing or decreasing the width of the SPA upland buffer on a case-by-case basis at the time of environmental review. The City may allow portions of a SPA upland buffer to be less than 100 feet wide, but not less than 25 feet wide, based on a site specific assessment if (1) there is no feasible alternative siting for development that will avoid the SPA upland buffer; and (2) the project's impacts will not have significant adverse effects on streamside vegetation or the biotic quality of the stream.</p> <p>Policy CE 2.3: The following compatible land uses and activities may be allowed in SPAs, subject to</p>	<p>Consistent: SPAs averaging 50 feet in width will be buffers have been established for the Tecolotito Creek and unnamed tributary. Please see consistency discussion for CE 1.6 above for details. and include the ESHA designated streams and associated riparian corridors plus an upland buffer as discussed below. For purposes of this consistency analysis, the SPA references the upland buffer only.</p> <p>a. Consistent with Mitigation: <u>An average 50-foot wide SPA upland buffer have been would be created for Tecolotito Creek south of Tecolotito Creek bridge on Lot 6. 's riparian corridor and for the riparian corridor to be created and a much wider upland buffer will be provided in Lot 7. The adequacy of the proposed SPA buffer to protect the habitats and ecological functions associated with the creek is discussed at length in both the EIR and in the referenced CE 2.2 and 1.6 consistency analysis. As noted, the City may allow a reduction in the width of the upland buffer below 100 feet based on two criteria. The Project meets those criteria and is adequate to perform the functions required of an upland buffer when combined with onsite water quality BMPs and is therefore consistent with this Policy. the width of the SPA buffer varies from 35 25 feet to 50 feet but. As noted in this policy, the City may allow reduction of portions of the SPA upland buffer to be less than 100 feet wide but not less than 25 feet wide based on a site specific assessment. Development area is located outside of the SPA, though the SPA would be impacted by fuel modification requirements. Based on the analysis in Section 4.3 (Biology), the reduced width of the SPA buffer would not have a significant adverse effect on streamside vegetation or the biotic quality of the</u></p>
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<p>all other policies of this plan, including those requiring avoidance or mitigation of impacts:</p> <p>b. Fencing and other access barriers along property boundaries and along SPA boundaries.</p> <p>c. Maintenance of existing roads, driveways, utilities, structures, and drainage improvements.</p> <p>d. Construction of public road crossings and utilities, provided that there is no feasible, less environmentally damaging alternative.</p> <p>e. Construction and maintenance of foot trails, bicycle paths, and similar low-impact facilities for public access.</p> <p>f. Resource restoration or enhancement projects.</p> <p>g. Low-impact interpretive and public access signage.</p>	<p>stream, which would be further protected by fencing. Wider SPA's would reduce the available developable area of the Project site below the minimum density required for Medium Density Residential designated property and defeat the purpose of the site's intended use, including the production of affordable housing. Based on these considerations, the reduced width buffers would be consistent with this General Plan Policy.</p> <p>Consistent: See discussion below:</p> <p>b. Consistent with Mitigation: Mitigation measures require fencing along the access footpath to the active area of the Neighborhood Park, permit fencing between the Flood Control District Maintenance Road through the Tecolotito Creek riparian corridor if needed to protect the riparian corridor from encroachment by people and domestic pets, and require fencing around the active area of the Neighborhood Park to prevent encroachment of active uses into the ESHA open space areas <u>and adjacent upland buffer</u>, consistent with this General Plan Policy.</p> <p>c. Consistent with Mitigation: The Flood Control and Water Conservation District maintains drainage facilities in Tecolotito Creek based on its own NPDES permit. Once constructed, the HOA will maintain the Tecolotito Creek bridge and connecting roadway and associated utilities and drainage improvements through the ESHA and associated upland buffer pursuant to the conditions of approval that accompany the required jurisdictional permits for the proposed improvement, pursuant to this General Plan Policy.</p> <p>d. Consistent: An alternatives study <u>conducted in connection with a prior Village at Los Carneros Project, approved in 2008,</u> determined that there was no feasible alternative to the construction of the Tecolotito <u>Creek</u> bridge to provide access to the Project site consistent with existing emergency access regulations. While the bridge and connecting roadway into the Project will be private, the road and bridge will also contain public utilities and provide public pedestrian and bicycle access connecting to the public bicycle path through the Project and the public pedestrian access through the pedestrian mall, consistent with the requirements of this General Plan Policy.</p> <p>e. Consistent: The existing Tecolotito <u>Creek</u> access road is owned and maintained by the County Flood Control District and is also used by pedestrians and cyclists. A footpath will be constructed through the riparian corridor <u>upland buffer portion of the SPA</u> subject to mitigation, to provide access from the FCD maintenance road to the active area of the Neighborhood Park, pursuant to this General Plan Policy.</p> <p>f. Consistent: The Project will involve restoration of riparian <u>and freshwater marsh</u> habitat <u>within the creek that may be impacted by bridge and drainage</u> construction, the development of <u>mixed riparian/upland (Zone 1/Zone 2) upland</u> buffers. and the development of a riparian corridor and upland buffer along the unnamed tributary to Tecolotito Creek.</p> <p>g. Consistent: Low impact signage will indicate restrictions</p>
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	<p>on public access, prohibit domestic pets and provide directional signage indicating the location of the footpath access to the neighborhood park, consistent with this General Plan Policy.</p>
<p>Policy CE 2.5: Creek banks, creek channels, and associated riparian areas shall be maintained or restored to their natural condition wherever such conditions or opportunities exist. Creeks carry a significant amount of Goleta's stormwater flows. The following standards shall apply:</p> <p>a. The capacity of natural drainage courses shall not be diminished by development or other activities.</p> <p>b. Drainage controls and improvements shall be accomplished with the minimum vegetation removal and disruption of the creek and riparian ecosystem that is necessary to accomplish the drainage objective.</p> <p>c. Drainage controls in new development shall be required to minimize erosion, sedimentation, and flood impacts to creeks. Onsite treatment of stormwater through retention basins, infiltration, vegetated swales, and other best management practices (BMPs) shall be required in order to protect water quality and the biological functions of creek ecosystems.</p> <p>d. Alteration of creeks for the purpose of road or driveway crossings shall be prohibited except where the alteration is not substantial and there is no other feasible alternative to provide access to new development on an existing legal parcel. Creek crossings shall be accomplished by bridging and shall be designed to allow the passage of fish and wildlife. Bridge abutments or piers shall be located outside creek beds and banks, unless an environmentally superior alternative exists.</p>	<p>Consistent: Creeks, creek channels, and associated riparian <u>areas habitats</u> must be maintained or restored to their natural condition. Any impacts will be mitigated for at a ratio of 3:1. A riparian corridor will be created adjacent to the unnamed tributary through lot 7 and all pursuant to this General Plan Policy.</p> <p>a. Consistent: No activity associated with this Project will diminish the capacity of natural drainage courses associated with the Project site, pursuant to this General Plan Policy.</p> <p>b. Consistent with Mitigation: Drainage outlets for onsite detention basins will be <u>constructed accomplished</u> with as little minimal disruption to Tecolotito Creek and its associated <u>habitats vegetation</u> as feasible. Temporary <u>and permanent</u> impacts associated with the construction will be fully restored <u>or mitigated for</u> and all work within the creek and associated riparian corridor will be monitored by a biological monitor approved by the City during the construction phase, as required by mitigation measures and consistent with this General Plan Policy.</p> <p>c. Consistent with Mitigation: As described in Section 4.8 (Hydrology), The Project includes both construction phase and operational phase BMPs including bio-swales and detention basins to protect water quality and the other ecological biological functions of the creek ecosystem as required by this General Plan Policy.</p> <p>d. Consistent with Mitigation: A single creek crossing will be constructed as part of the Project to provide access to the Project site. The bridge design is required, by mitigation measure, to be and must be high enough to permit the passage of large mammals so as not to interfere with the creek's <u>potential critical</u> function as a wildlife movement corridor. Bridge abutments are prohibited within the creek bed and banks pursuant to Flood Control and Water Conservation District Policy and mitigation measures pursuant to this General Plan Policy.</p>
<p align="center">Conservation Element Policy 10 – Watershed Management and Water Quality <i>Objective: To prevent the degradation of the quality of groundwater basins and surface waters in and adjacent to Goleta.</i></p>	
<p>CE 10.1: 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.</p>	<p>Consistent with Mitigation: As demonstrated <u>documented</u> in Section 4.8 (Hydrology) and provided by mitigation measures and existing regulatory requirements, the Project would not result in the degradation of <u>the</u> water quality of either groundwater, or surface water, or <u>flows through</u> adjacent creeks <u>or the Goleta Slough</u>. Urban runoff will be captured and treated on site before discharging into Tecolotito Creek.</p>
<p>CE 10.2: New development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating</p>	<p>Consistent: As described in Section 4.8 (Hydrology) the Project is designed to protect water quality through mitigation measures and regulatory requirements, as described below:</p> <p>a. Consistent with Mitigation: The Project will provide</p>

<p>measures designed to ensure the following:</p> <p>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.</p> <p>b. Limiting increases in areas covered by impervious surfaces.</p> <p>c. Limiting the area where land disturbances occur, such as clearing of vegetation, cut-and-fill, and grading, to reduce erosion and sediment loss.</p> <p>d. Limiting disturbance of natural drainage features and vegetation.</p>	<p>Zone 1/Zone 2 SPAs and preserve ESHAs. Both temporary and permanent BMPs <u>will provide the primary control of</u> provide erosion and sediment control as required by this General Plan Policy.</p> <p>Consistent: 19 acres of the site are designed with pervious surfaces, landscape and <u>as</u> ESHA/SPA areas, pursuant to this General Plan Policy.</p> <p>Consistent with Mitigation: The Project site will be mass graded and existing non-ESHA vegetation <u>outside of the ESHA</u> cleared before development. Any sensitive habitat within the ESHA disturbed by the construction of either the bridge or the drainage outlet will be replaced at a ratio of 3:1. Any heritage trees removed by development will be replaced pursuant to City Code and located within the SPAs that will be constructed as part of the site's landscaping. Landscape that will reduce erosion and sediment loss from the site will be installed on pervious surfaces and within the SPAs, which will improve the existing condition <u>that allows sediment to flow freely into the creek</u> be improved as compared to the existing condition, <u>and will be</u> consistent with this General Plan Policy.</p> <p>Consistent with Mitigation: Disturbance of natural drainage features and vegetation will be limited to what is required to construct the Tecolotito <u>Creek</u> bridge and drainage outlet. Temporary construction-related impacts will be fully mitigated. and restored.</p>
<p>Policy CE 10.3: 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:</p>	<p>Consistent: The Project will be consistent with all regulatory requirements and permit conditions and will retain incremental flows on site as required by this General Plan Policy. A SWPPP will be developed and processed for approval and fully implemented during construction. Post construction structural BMPs will be installed in accordance with applicable standards to protect water quality.</p>
<p>Policy CE 10.4: New bridges, roads, culverts, and outfalls shall not cause or contribute to creek bank erosion or creek or wetland siltation and shall include BMPs to minimize impacts to water quality. BMPs shall include construction phase erosion control, polluted runoff control plans, and soil stabilization techniques. Where space is available, dispersal of sheet flow from roads into vegetated areas, or other onsite infiltration practices, shall be incorporated into the project design.</p>	<p>Consistent with Mitigation: All bridges, roads, culverts and outfalls associated with the Project will be designed and constructed so as not to cause or contribute to creek bank erosion or siltation. Construction phase BMPs must be installed and maintained pursuant to the Project's approved SWPPP, pursuant to the provisions of this General Plan Policy.</p>

<p>Policy CE 10.6: The following requirements shall apply to specific types of development:</p> <p>a. Commercial and multiple-family development shall use BMPs to control polluted runoff from structures, parking, and loading areas.</p> <p>e. Trash storage areas shall be designed using BMPs to prevent stormwater contamination by loose trash and debris.</p>	<p>Consistent – see below</p> <p>Consistent with Mitigation: BMPs based on the Project’s approved SWPPP and post construction structural BMPs will be used to control polluted runoff from structures and parking areas consistent with this General Plan Policy.</p> <p>Consistent: Trash storage areas will be designed using BMPs to prevent stormwater contamination by loose trash and debris as required by this General Plan Policy</p>
<p>Policy CE 10.7: 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 non-erosive 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:</p> <p>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.</p> <p>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.</p>	<p>Consistent – see below</p> <p>Consistent with Mitigation: Construction phase erosion control SWPPP will be implemented to minimize erosion and sedimentation. Adequate sanitary facilities and trash facilities will be provided during the construction phase and <u>will must</u> be monitored for compliance with SWPPP to prevent contamination of runoff by construction, consistent with this General Plan Policy.</p> <p>Consistent with Mitigation: A post-construction phase drainage and storm water management plan has been developed for the Project that includes BMPs, including structural treatment controls, that will be implemented to minimize polluted runoff in the post-construction phase, pursuant to this Policy and to existing regulatory requirements.</p>
<p>Policy CE 10.8: 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:</p> <p>a. All structural BMPs shall be inspected, cleaned, and repaired when necessary before September 30th of each year.</p>	<p>Consistent: Compliance with existing regulatory requirements for ongoing maintenance of BMPs will ensure compliance with this General Plan Policy.</p> <p>a. Consistent with Mitigation: Existing regulatory requirements regarding inspection and maintenance of structural BMPs will be observed. Structural BMPs will be maintained pursuant to manufacturer specifications by the HOA. and the This requirement must be included in the bylaws of the HOA as a board responsibility, consistent with this Policy.</p> <p>b. Consistent with Mitigation: Existing regulatory requirements regarding inspection, maintenance, and repairs</p>

<p>b. Additional inspections, repairs, and maintenance should be performed after storms as needed throughout the rainy season, with any major repairs completed before the beginning of the next rainy season.</p> <p>c. Public streets and parking lots shall be swept as needed and financially feasible to remove debris and contaminated residue.</p> <p>d. The homeowners association, or other private owner, shall be responsible for sweeping of private streets and parking lots.</p>	<p>of structural BMPs will be observed. Maintenance of structural BMPs will be the responsibility of the HOA, <u>and will</u> to be performed as needed through the rainy season as required by this Policy.</p> <p>Consistent with Mitigation: The requirement for sweeping of parking areas and backbone circulation through the Project site will be included as a responsibility of the HOA and written into the bylaws of the HOA per this Policy.</p> <p>See above</p>
<p>Policy CE 10.9: Any landscaping that is required to control erosion shall use native or drought-tolerant noninvasive plants to minimize the need for fertilizer, pesticides, herbicides, and excessive irrigation.</p>	<p>Consistent with Mitigation: A landscape plan for the Project will <u>must</u> be prepared by a licensed landscape architect and must be submitted to the Planning Director or designee for review and approval. According to mitigation measures in the EIR, the use of drought tolerant, native, non-invasive species is required. Irrigation systems are required to be water efficient.</p>
<p>Conservation Element Policy 12 – Protection of Air Quality <i>Objective: To maintain and promote a safe and healthy environment by protection air quality and minimizing pollutant emissions from new development and from transportation sources.</i></p>	
<p>Policy CE 12.1: 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. <i>Sensitive receptors</i> 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.</p>	<p>Consistent with Mitigation: Air Quality modeling has been completed for this Project and its findings incorporated into mitigation measures imposed to ensure that air quality impacts to sensitive receptors on the site due to proximity to transportation corridors are fully mitigated. Mitigation measures include the installation of air filtration systems in individual units located within 500 feet of the edge of the transportation corridor, closed windows, filtration of air intake for A/C systems and such other measures <u>recommended by the APCD</u> as may be required to ensure that indoor air quality meets applicable regulatory standards, as required by this General Plan Policy.</p>
<p>Policy CE 12.2: The following shall apply to reduction of air emissions from new development:</p>	<p>Consistent – see below</p>
<p>a. Any development proposal that has the potential to increase emissions of air pollutants shall be referred to the Santa Barbara County Air Pollution Control District for comments and recommended conditions before final action by the City.</p>	<p>Consistent: The Project DEIR will be circulated to the SBCAPCD for comment and review and the FEIR will includes complete responses to any issues and concerns raised by the SBCAPCD in the course of its review before action by the City <u>to certify this FEIR</u>, as required by this Policy.</p>

<p>Policy CE 12.3: Construction site emissions shall be controlled by using the following measures:</p> <ul style="list-style-type: none"> a. Watering active construction areas to reduce windborne emissions. b. Covering trucks hauling soil, sand, and other loose materials. c. Paving or applying nontoxic solid stabilizers on unpaved access roads and temporary parking areas. d. Hydroseeding inactive construction areas. e. Enclosing or covering open material stockpiles. f. Revegetating graded areas immediately upon completion of work. 	<p>Consistent: Mitigation measures and City ordinances require implementation of all of the emission controls listed below</p> <ul style="list-style-type: none"> a. <u>Mitigation measures require watering of active construction areas at least once per day and more often if needed. See above</u> b. <u>Mitigation measures require that trucks carrying soil, sand, or similar loose material be covered by tarps. See above</u> c. <u>Non-toxic soil stabilizers and/or gravel will be used on any unpaved access roads and temporary parking and staging areas. See above</u> d. <u>As necessary, inactive construction areas will be hydroseeded to prevent erosion or otherwise covered.</u> e. <u>Open material stockpiles will be covered with tarps.</u> f. <u>Graded areas will be stabilized appropriately prior to construction and landscaped once construction is completed. See above</u>
<p>Policy CE 12.4; The following measures are designed to reduce air pollution from transportation sources:</p> <ul style="list-style-type: none"> a. Hollister Corridor Mixed Use. The Land Use Plan for the Hollister Corridor is designed to: <ul style="list-style-type: none"> 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, 	<p>Consistent – see below</p> <p>Consistent: The Project is designed to accomplish all of the goals and objectives of the Central Hollister Residential Development Area Corridor Mixed Use program by adding residential development in close proximity to employment, providing bicycle and pedestrian access in support of multi-modal transportation, placing housing in close proximity to U.S. 101 ramps, placing housing in proximity to an existing Amtrak station, clustering housing, <u>and emphasizing medium density housing pursuant to this Policy.</u></p> <ul style="list-style-type: none"> 1. <u>The Project will place new housing adjacent to existing workplaces and commercial services. See above</u> 2. <u>The Project will place new housing in close proximity to existing Hollister Avenue bus routes and in close proximity to regional rail. See above</u> 3. <u>The Project is located adjacent to the Los Carneros U.S. 101 on/off ramps. See above</u> 4. <u>The Project is located adjacent to the UPRR tracks and within a few blocks of the UPRR commuter rail station. See above</u> b. 1 <u>The Project clusters housing at moderate density. See above</u> b.3 <u>The site is zoned for moderate density housing and will be built at a density of 15.5 dwelling units per acre. See above</u> b.4 <u>The Project provides a wide variety of housing types and levels of affordability and integrates pedestrian and bicycle facilities. The Project is located in close proximity to transit facilities. See above</u> <p>See above</p>

<p>and bicycling:</p> <ol style="list-style-type: none"> 1) Clustering of moderate density housing 3) Emphasis on moderate density residential development rather than low-density sprawl. 4) Integrating pedestrian, bicycle, and transit facilities into new development. 	
<p>Conservation Element Policy CE 13 – Energy Conservation <i>Objective: To promote energy efficient in future land use and development within Goleta, encourage use of renewable energy sources, and reduce reliance upon fossil fuels.</i></p>	
<p>Policy CE 13.1: The City shall promote the following practices in existing and new residential construction:</p> <p>c. New residential development and additions to existing homes shall be designed to provide a maximum solar orientation when appropriate, and shall not adversely affect the solar access of adjacent residential structures. Use of solar water heating systems, operational skylights, passive solar heating, and waste heat recovery systems is encouraged.</p>	<p>Consistent: The Project will be constructed in accordance with all <u>the</u> energy conservation standards set forth in <u>the most current version of</u> Title 24 of the California Code of Regulations and must observe solar orientation to the extent feasible and will be consistent with this General Plan Policy.</p>
<p>Conservation Element Policy CE 15: Water Conservation and Materials Recycling <i>Objective: To conserve scarce water supply resources and to encourage reduction in the generation of waste materials at the source and recycling of waste materials.</i></p>	
<p>Policy CE 15.3: In order to minimize water use, all new development shall use low water use plumbing fixtures, water-conserving landscaping, low flow irrigation, and reclaimed water for exterior landscaping, where appropriate.</p>	<p>Consistent: The Project will be built in compliance with all applicable laws and regulations <u>for the conservation of water resources</u>, including the California Green Code</p>
<p>Policy 15.5: Provisions for recycling of waste materials at all construction sites, including and demolition sites shall be required.</p>	<p>Consistent: The Project must provide for recycling of waste material during the construction phase per this Policy.</p>
<p>OPEN SPACE ELEMENT</p>	
<p>Open Space Element Policy OS 6 – Public Park System <i>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.</i></p>	
<p>OS 6.2 Equitable Distribution of Park Facilities. 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,</p>	<p>Consistent. Figure 3-2 <i>Park and Recreation Plan Map</i> and Table 3-1 <i>Existing and Planned Parks and Open Space Areas</i> requires that a 3 to 5 –acre Neighborhood Park be provided within the Project site. The Project includes the dedication of 4.82 acres of area for the <u>combined passive open space/active recreation area</u> Neighborhood Park that will serve the general public of the Mid-Hollister area. The park would include <u>a footpath</u> that connects <u>the active recreation area</u> to the surrounding areas. The Project would also provide small private pocket parks, ball courts, and other</p>

<p>but are not limited to, the Goleta 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.</p>	<p>open space amenities. The Project's central recreation facility would also provide a pool and spa, and gathering areas for its residents. Open space within the entire Project site would be approximately 12.92 acres. Therefore, the Project is consistent with this Policy.</p>
<p>Policy OS 6.4: 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:</p> <ol style="list-style-type: none"> 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. 	<p>Consistent: The neighborhood park will provide 1.75 acres of active <u>recreation area</u> neighborhood park use as part of 4 plus acre <u>Neighborhood</u> Park site, consistent with all of the requirements of this below and with the General Plan <u>Policy</u>.</p> <p>a. See above b. See above c. See above See above</p>
<p>Policy OS 6.5: Neighborhood open space areas integrate natural features such as trees, riparian corridors, and varied undeveloped landscape with the adjacent neighborhoods. The following standards apply to neighborhood open space areas:</p> <ol style="list-style-type: none"> a. Primary emphasis is placed on protection of the natural resource, with limited passive recreation activities such as trails. Accordingly, the locations of these facilities are based upon the presence of natural resources rather than accessibility to a service area. b. The typical size is variable and is based upon the physical extent of the natural resource area. c. Neighborhood open space areas should be made accessible to the surrounding neighborhood population through safe pedestrian and bicycle access, where 	<p>Consistent: The Neighborhood Park will include over 3 acres of <u>passive</u> public open space consisting of ESHA land and <u>upland</u> buffer areas pursuant to the standards stated below, consistent with this General Plan Policy.</p> <p>a. The three acres of passive public open space based on the presence of natural resources. See above b. The size of the passive public open space is consistent with the size of the upland buffers adjacent to the active area of the park. See above c. Access to the neighborhood open space is via an existing pedestrian/bicycle path used as a maintenance road and via a fenced footpath between the road and the active park area. See above d. Consistent: The Neighborhood Park will combine <u>passive</u> neighborhood open <u>space</u> with 1.75 acres of active <u>recreation area</u> neighborhood park use in a single facility, consistent with this General Plan Policy.</p>

<p>feasible and appropriate. Onsite parking facilities are not appropriate in neighborhood open space areas.</p> <p>d. Typical facilities provided in neighborhood open space areas are limited to space for quiet or passive recreational activities. Structural or land improvements, other than dirt trails and resting areas, shall be avoided in these areas. Some neighborhood open space areas may integrate with a small neighborhood park (as described above), usually consisting of a small playground or similar active area. Restrooms and facilities for more intensive, active forms of recreation are not appropriate improvements in neighborhood open space areas.</p>	
<p>Policy OS 6.11: 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:</p> <p>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.</p>	<p>Consistent: The Neighborhood Park is located as depicted in Figure 3-2, consistent with this General Plan Policy.</p> <p>d. Consistent: The Project will include a the 4 plus acre Neighborhood Park south of U.S. 101 and west of Los Carneros Road and that will include 1.75 acres of active recreational area, consistent with this General Plan Policy.</p>
<p>Policy OS 7.8: 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.</p>	<p>Consistent: The Project will provide open space and recreational amenities as required by this General Plan Policy.</p>
<p>Open Space Element Policy OS 8 – Protection of Native American and Paleontological Resources <i>Objective: To identify and protect prehistoric and historic cultural sites and resources from destruction or harmful alteration.</i></p>	
<p>Policy OS 8.4: For any development proposal identified as being located in an area of archaeological sensitivity, a Phase I cultural</p>	<p>Consistent: A Phase I archaeological survey was prepared for the Project site. No resources were found. Therefore, the Project would be consistent with this Policy.</p>

<p>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.</p>	<p><u>In 1983, a Phase 3 survey of archaeological site 1203 indicated the presence of potential resources at the Project site north of Los Carneros Road adjacent to Tecolotito Creek. Although a Phase 1 records search and field survey did not reveal any resources in this area, a Phase 1 and partial Phase 2 report, prepared in 2008 but unpublished, identified the prior studies and the presence of scattered resources in the same area. A 2013 records search also identified resources within the southwest area of the site. Accordingly, a portion of the site is considered sensitive for archaeological resources. The sensitive area is identified on Project maps and no construction is proposed within the area. However, some grading may occur to install utilities and construct pads adjacent to the site. Therefore, the EIR conditions the Permittee to have a licensed, City-approved archaeologist and a Native American monitor (selected by the developer) at the site at all times when soil disturbing activity will take place either within the sensitive area or within 100 feet of the archaeologically sensitive area. The archaeologically sensitive area must be capped consistent with archaeologist recommendations and fenced subsequent to capping to avoid any damage or construction activity on the site. With these mitigation measures, the Project will be consistent with this Policy.</u></p>
<p>Policy OS 8.6: 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:</p> <ol style="list-style-type: none"> 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. 	<p>Consistent: <u>See above</u> The Project includes a mitigation measure that requires monitoring of the site if archaeological resources are uncovered as described by this condition. Therefore, the Project would be consistent with this Policy.</p> <p>See above</p> <p>See above</p> <p>See above</p>
<p style="text-align: center;">Open Space Element Policy OS 9 – Financing Public Parks, Open Space, and Recreation Facilities</p> <p style="text-align: center;"><i>Objective: To establish equitable methods that will generate sufficient financial resources to meet future needs for acquisition and improvement of public parks, recreation facilities, and open space.</i></p>	
<p>Policy OS 9.2: The following shall apply to approvals of new development projects:</p> <ol style="list-style-type: none"> 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 	<p>Consistent: The Project will pay its park fees as assessed by the City, consistent with this Policy.</p>

<p>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.</p>	
SAFETY ELEMENT	
Safety Element Policy SE 1 – Safety in General	
<i>Objective: To avoid siting of development or land use activities in hazardous areas, and where this is infeasible, require appropriate mitigation to lessen or minimize exposure to hazards.</i>	
<p>Policy SE 1.3: 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. [Also See Policy SE 4.11]</p>	<p>Consistent: A geotechnical engineering study has been prepared for the Project and includes mitigations for any potential hazards, such as expansive soils, and has submitted the report to the City for its review, consistent with this Policy. <u>Additional studies have been recommended and may be required by the Public Works Director, or designee, and/or the Planning and Environmental Review Director, or designee, before the City issues grading, drainage, and/or building permits for the Project, pursuant to this General Plan Policy.</u></p>
<p>Policy SE 1.4: 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.</p>	<p>Consistent: The Project's Development Agreement will include this requirement. Therefore, the Project would be consistent with this Policy.</p>
<p>Policy SE 1.5: 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.</p>	<p>Consistent: <u>As noted in the sections on Air Quality (Section 4.2), Geological and Soils (Section 4.5), Hazards & Hazardous Materials (Section 4.7), and Hydrology (Section 4.8), the physical characteristics of the Project site and/or availability of feasible mitigation ensure that the proposed Project can be developed in a manner that does not expose future residents and visitors to unacceptable risks associated with air emissions from U.S. Highway 101 or businesses at the industrial properties within 2,000 feet the Project site. In addition, with mitigation measures, development of the Project site does not expose future residents to hazards related to infrastructure, earthquakes, unstable soils, flooding, contaminated soils, tsunamis, and radon gas exposure.</u></p>

	<p><u>Implementation of mitigation measures identified in the Air Quality, Geology, Hazards and Hydrology sections would reduce hazards and risks to less than significant levels and ensure Project consistency with this policy.</u> The preferred setback from rail lines and major transportation corridors is approximately 500 feet. Observing that setback would reduce the developable area of the Project site to the point where it would not be feasible to build. The City's General Plan FEIR recognized the hazard issues inherent in placing residential development adjacent to the U.S.101/UPRR transportation corridor and determined that even with implementation of all available General Plan policies, no feasible mitigation measures could reduce the hazard to a less than significant level. The City's General Plan indicates that its decision to rezone vacant property in the Central Hollister Residential Development Area was made with the knowledge that such potential hazard could exist, although statistically the likelihood <u>risk of upset</u> is very low. Its intent was to allow residential development in proximity to the regional transportation corridor based on consideration of the constrained capacity of this segment of the LOSSAN route. A statement of overriding consideration was adopted by the City with the adoption of the General Plan and certification of the EIR. Therefore, while acknowledging the hazard, the Project is consistent with this Policy. The EIR has determined that the location of residential units in proximity to the UPRR and U.S. 101, even with mitigation measures, is a significant and unavoidable impact and is therefore inconsistent with this policy. A statement of overriding consideration will be required for the project unless the City determines that the statement of overriding considerations adopted for the General Plan approval is sufficient and incorporates it by reference for this project</p>
<p>Policy SE 1.9: The City shall require the consideration of radon hazards for all new construction and require testing of radon levels for construction of homes and buildings located in areas subject to moderate or high potential for radon gas levels exceeding 4.0 picocuries as shown on maps produced by the California Division of Mines and Geology. The City shall require new homes to use radon-resistant construction where needed based on U.S. Environmental Protection Agency guidelines.</p>	<p>Consistent: The Project is <u>conditioned by CBC, as adopted by the GMC,</u> to will provide such testing prior to the issuance of <u>before the City issues building permits for residential structures.</u> Therefore, it will be consistent with this Policy.</p>
<p align="center">Safety Element Policy SE 5 – Soil and Slope Stability <i>Objective: To promote safely sized, sited, and designed development in erosion-prone hazard areas. To reduce the potential loss of both public and private property in areas subject to steep slopes and erosion hazards.</i></p>	
<p>Policy SE 5.2: he 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</p>	<p>Consistent: Geotechnical engineering studies have been prepared for the proposed Project and <u>the Director of Planning and Environmental Review, or designee, may require preparation of</u> additional studies will be provided pursuant to the City's Code and the requirements of the Public Works Department, consistent with this Policy.</p>

<p>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.</p>	
<p style="text-align: center;">Safety Element Policy SE 6 – Flood Hazards <i>Objective: To minimize damage to structures and the danger to life caused by stream flooding, dam failure inundation, and other flooding hazards.</i></p>	
<p>Policy SE 6.6: A minimum 50-foot setback shall be required from stream banks and flood control channels for all new development (see related CE 2.2). For projects that would be rendered infeasible by the application of such minimum setbacks, the project applicant shall provide a site-specific engineering study with recommended mitigation measures to allow for a reduced setback that would not expose development to unacceptable risk. Furthermore, in these cases, the City shall consult with the Santa Barbara County Flood Control District to determine whether the proposed lesser setback would be appropriate, in that it would allow access for flood control maintenance and enable proper operation of the channels. The City shall maintain and enforce the policies and standards within a Water Course Setback Ordinance.</p>	<p>Consistent: The Project observes a minimum 50-foot setback from the bank of Tecolotito Creek in <u>Lot 6</u> consistent with this Policy <u>as measured from the top of the creek and tributary bank. The setback includes all areas shown as AO on the area's FIRM. The Director of Public Works, or designee, and the Director of Planning and Environmental Review, or designee, will consult as needed with the Santa Barbara County Flood Control District in the event that a reduced setback is proposed at any location. The Director of Public Works, or designee, and the Director of Planning and Environmental Review, or designee, maintains and enforces Chapter 15 of the GMC regulating construction in flood plains. (Title 15)</u></p>
<p style="text-align: center;">Safety Element Policy SE 7 – Urban and Wildland Fire Hazards <i>Objective: To reduce the threat to life, structures, and the environment caused by urban and wildland fires.</i></p>	
<p>Policy SE 7.1: 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.</p>	<p>Consistent with Mitigation as needed: The Project has been designed in accordance with NFPA standards <u>as modified by the Santa Barbara County Fire Protection District to account for the preservation of environmentally sensitive areas and associated upland buffers. No fuel modification activity related to the removal or thinning of vegetation within the SPA areas is required. However, the District reserves the right to require other fire hazard control measures that it deems necessary such as, but not necessarily including, use of block walls at the residential/SPA boundary, prohibiting flammable patio covers within the back yard, boxed eaves, elimination of flammable foam plant-ons, etc. The Project will be built pursuant to the California Fire Code and California Building Code, as adopted by the GMC, as required by this Policy and will include interior fire sprinkler systems in all residential units, the use of fire resistant, drought tolerant and non-invasive plant materials in both the upland buffer and the adjacent structure landscape. The Project has adequate fire access to all residential structures, adequate water pressure to all fire hydrants, and an adequate number of fire hydrants consistent with District requirements.</u></p>

<p>Policy SE 7.2: Applications for new or expanded development shall be reviewed by appropriate Santa Barbara County Fire Department personnel to ensure they are designed in a manner that reduces the risk of loss due to fire. Such review shall include consideration of the adequacy of “defensible space” around structures at risk; access for fire suppression equipment, water supplies, construction standards; and vegetation clearance. Secondary access may be required and shall be considered on a case-by-case basis. The City shall encourage built-in fire suppression systems such as sprinklers, particularly in high-risk or high-value areas.</p>	<p>Consistent with Mitigation: The Project must be reviewed by the Fire Protection District and its fuel modification plan must be approved by the Department and by the City-selected biologist to ensure that an adequate buffer can be provided between the onsite ESHA areas while still meet Fire Protection District standards, per this Policy. <u>Pursuant to its policy, the Fire Protection District does not require fuel modification activities in environmentally sensitive areas as noted above but may achieve a satisfactory reduction of fire hazard through other means. All Code-required fire suppression methods will be installed in all units. Fire Department review and approval of the Project will ensure consistency with this General Plan Policy.</u></p>
<p>Policy Se 7.4: Applications for new development that require fuel modification shall include a Fuel Modification Plan for the project. This plan shall be prepared by a landscape architect or resource specialist and shall include measures to minimize removal of native vegetation, minimize disturbance to environmentally sensitive habitat areas (ESHAs), and incorporate fire-retardant vegetation in new plantings. Such plans shall be reviewed and approved by the Santa Barbara County Fire Department.</p>	<p>See response to Policy SE 7.2 above. <u>SPA planting plans should incorporate fire retardant, non-invasive vegetation as part of the upland plantings adjacent to homes. The Santa Barbara County Fire Protection District must review and approve upland SPA landscape plans as part of the overall review and approval process to ensure consistency with this General Plan Policy.</u></p>
<p>Policy SE 7.5: The City shall require the installation of automatic fire sprinklers for: a) all new buildings that have a total floor area of 5,000square feet or more.</p>	<p>Consistent: Pursuant to the California Building Code all residential buildings including single-family homes must have interior fire sprinkler systems. <u>This Project will be constructed pursuant to the CBC, as adopted by the GMC, and will provide sprinklers consistent with CBC standards, consistent with this General Plan Policy.</u></p>
<p>Safety Element Policy SE 9 – Airport Related Hazards <i>Objective: To minimize the risk of potential hazards associated with aircraft operations at the Santa Barbara Airport.</i></p>	
<p>Safety Element Policy 10 – Hazardous Materials and Facilities <i>Objective: To minimize injuries, illnesses, loss of life and property, and economic and social disruption due to potential upsets associated with the storage, use, handling, and transport of hazardous materials, and to ensure proper oversight of hazardous waste sites within the city.</i></p>	
<p>Policy SE 10.5: The City shall consider the exposure of new development to risk of hazardous materials accidents and exposure as a part of its project and environmental review processes and require any appropriate. The City shall not allow any new residential development near hazardous facilities if these residences would be exposed to unacceptable and unmitigable risk.</p>	<p>Consistent: <u>There are no hazardous facilities located on or near the Project site. Therefore, the proposed Project is consistent with this policy. Inconsistent but Mitigation Measures provided to reduce hazard to the extent feasible: Section 4.7 of the EIR analyzes the potential impact of hazards and hazardous materials incidents and has made findings as regards to the Project’ location per this Policy. The DEIR has determined that the location of residential units in close proximity to the UPRR and U.S. 101 corridor constitutes a significant and unavoidable hazards impact. This finding is consistent with the determination of the General Plan EIR. Mitigation measures have been imposed on the project to reduce hazards impacts to the extent feasible but cannot reduce those impacts to a less</u></p>

	<p>than significant level without reducing the number of units built on this site to an infeasible level based on both Project objectives and General Plan objectives for the Central Hollister Residential Area, including the provision of density that will support the provision of affordable housing. Accordingly, the project is not consistent with this policy; however Mitigation Measures have been imposed to reduce these unavoidable impacts to the extent feasible.</p>
VISUAL AND HISTORIC RESOURCES ELEMENT	
Visual Resources Element Policy 1 – Scenic Views <i>Objective: To identify, protect, and enhance Goleta’s scenic resources and protect views or vistas of these resources from public and private areas.</i>	
<p>Policy VH 1.1: 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:</p> <p>d. Creeks and the vegetation associated with their riparian corridors.</p> <p>g. Prominent natural landforms, such as the foothills and the Santa Ynez Mountains.</p>	<p>Consistent: VH 1.1 (d) The Project protects and will enhance Tecolotito Creek, its unnamed tributary, and associated <u>in-creek riparian corridors per this Policy and fresh water marsh habitats while creating an expanded upland buffers comprised of riparian and mixed riparian/upland vegetation between the creek and the residential development area, enhancing the scenic resource of Tecolotito Creek. Therefore, the Project is consistent with this General Plan Policy.</u></p> <p>Consistent: VH 1.1 (g) <u>As documented in Section 4.1 of this EIR, the Project has a less than significant impact on scenic views from designated scenic vantage points, consistent with this General Plan Policy.</u></p>
<p>Policy VH 1.2: The <i>Scenic Resources Map</i> in Figure 6-1 identifies locations on public roads, trails, parks, open spaces, and beaches that serve as public vantage points for viewing scenic resources; views from these locations shall be protected by minimizing any impairment that could result from new development.</p>	<p>Consistent - See above</p>
Visual Resources Element Policy VH 2 – Local Scenic Corridors <i>Objective: To protect and enhance the visual character and public views within and from Goleta’s scenic corridors and locations from which scenic vistas can be enjoyed.</i>	
<p>Policy VH 2.2: The aesthetic qualities of scenic corridors shall be preserved through retention of the general character of significant natural features; views of the ocean, foothills, and mountainous areas; and open space associated with recreational and agricultural areas including orchards, prominent vegetation, and historic structures. If landscaping is used to add visual interest or for screening, care should be taken to prevent a wall-like appearance. Bridges, culverts, drainage ditches and other roadway ancillary elements should be appropriately designed; side slopes and earthen berms adjacent to roadways should be natural in appearance.</p>	<p>Consistent: The proposed development has a less than significant impact on all scenic views from designated scenic vantage points. Streetscape landscape along Los Carneros Road will be designed to match existing landscape provided by the business park. <u>Internal slopes will be appropriately landscaped to add visual interest and for screening between high-traffic corridors and residential development consistent with this policy</u></p>

<p>Policy VH 2.3: Development adjacent to scenic corridors should not degrade or obstruct views of scenic areas. To ensure visual compatibility with the scenic qualities, the following practices shall be used, where appropriate:</p>	<p>Consistent: As noted in Section 4.1, views from U.S. 101 in the Project vicinity are not significant and the site is only occasionally visible. Development of the residential component will improve the visual aspect of this now vacant lot from the freeway <u>through the addition of landscape, including landscaped slopes, enhanced open space adjacent to the UPRR/U.S. 101 corridor, and the appropriate use of fencing and walls.</u></p>
<p>Visual Resources Element Policy VH 3: Community Character <i>Objective: To protect and enhance Goleta's visual character.</i></p>	
<p>Policy VH 3.4: 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.</p>	<p>Consistent: The Project is a part of a newly developing residential/business park area where community character is undergoing change and is being <u>defined and established with each new project through the City's Design Review process.</u> The Project is designed to the City's architectural standards and is consistent with the emerging characters of the new Central Hollister Residential Development Area per this Policy.</p>
<p>Visual Resources Element Policy VH 4 – Design Review <i>Objective: To preserve, protect, and enhance Goleta's character through high quality design.</i></p>	
<p>Policy VH 4.3: The following standards shall be applicable to single-family residential development (see related LU 2.3):</p> <p>b. Buildings and structures shall be designed to be compatible with adjacent development relative to size, bulk, and scale.</p> <p>c. New construction shall utilize consistent architectural detailing and high quality materials to promote cohesiveness and compatibility. Strong contrasts in size, bulk, scale, color, and roof forms shall be avoided.</p> <p>d. All building elevations should be well articulated and include architectural features to vary wall planes.</p> <p>e. 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.</p> <p>f. Visual impacts of parking, including driveways, garages, and garage doors, should be minimized. Forward-facing</p>	<p>Consistent: The Project includes a mix of housing types including single-family detached housing. These homes have been designed pursuant to the standards listed <u>below in this Policy</u> and have been review by the City's Design Review Board <u>to ensure that consistency.</u> See related statement of <u>consistency for LU 2.3</u></p> <p><u>b. The EIR has determined that the Project's buildings are designed to be compatible with adjacent development relative to size, bulk, and scale</u></p> <p><u>c. As illustrated in Chapter 2 of the EIR, the Project utilized consistent architectural detailing and high quality materials to promote cohesiveness and compatibility within the Project.</u></p> <p><u>d. As illustrated in Chapter 2 of the EIR, all building elevations are well articulated on all four sides</u></p> <p><u>e. Safe and well-defined pedestrian access within the Project is provided that is physically separated from driveways and carports.</u></p> <p><u>f. Garages do not dominate the facades of single family detached and townhome structures. Rear-loading driveways and garages are a feature of the Project. Podium flats utilize semi-subterranean garages. Carports are provided for additional parking and for rental units.</u></p> <p><u>g. Private open space includes balconies, patios, rear/side yards, and courtyards are provided that are in proportion to building size as illustrated in Chapter 2 of the EIR</u></p>

<p>garages should be designed so that the garage does not dominate the streetscape or overall residential design.</p> <p>h. Private open space shall be provided in proportion to building size.</p>	
<p>Policy VH 4.4: 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):</p> <p>a. Roof lines should be varied to create visual interest.</p> <p>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.</p> <p>c. Multifamily residential developments shall include common open space that is appropriately located, is functional, and provides amenities for different age groups.</p> <p>e. Individual units shall be distinguishable from each other. Long continuous wall planes and parking corridors shall be avoided. Three-dimensional façades are encouraged.</p> <p>f. Extensive landscaping is encouraged to soften building edges and provide a transition between adjacent properties.</p> <p>g. Storage areas for recycling and trash shall be covered and conveniently located for all residents and screened with landscaping or walls.</p>	<p>Consistent: The Project contains a mix of housing types including those that fall under the heading “multi-family housing.” The Project meets the requirements of the City’s Design Standards as listed in this condition as indicated in the Project Description and illustrated in architectural elevations provided as part of the Project application <u>and included in the Project Description Section (Chapter 2) of the DEIR.</u></p> <p>a. <u>As illustrated in the elevations provided in Chapter 2 of the EIR, roof lines vary to create visual interest and b. large building masses are avoided to the extent feasible unless multifamily structures are utilized to provide a variety of housing types. These structures are consistent with rental units in other nearby developments.</u></p> <p>See above c. <u>All multifamily housing includes common area open space</u></p> <p>See above e. <u>To the extent feasible, individual units in multiunit buildings are distinguished by building articulation. Rear-loading parking corridors are part of the design of some of the product types but do not dominate the Project. Facades are well articulated.</u></p> <p>See above f. <u>Extensive landscape if provided to soften building edges and provide transitions between adjoining properties. An existing landscape buffer between the business park and the residential component of the Project will be enhanced through the provision of a public bicycle and pedestrian path through the Project.</u></p> <p>See above and Policy VH 4.9 below</p> <p>g. <u>Consistent:</u> Recycling and trash bins will be screened from public view by walls and landscaping per this Policy.</p>
<p>Policy VH 4.9: 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:</p> <p>a. Landscaping that conforms to the natural topography and protects existing specimen trees is encouraged.</p> <p>b. Any specimen trees removed shall be replaced with a similar size tree or with a tree deemed appropriate by the City.</p>	<p>Consistent: The Project’s landscape plan must be submitted to the City’s Planning Department for review and approval and must meet the Department’s standards, <u>as listed in this Policy</u>, pursuant to this General Plan requirement.</p> <p>See above a. <u>Landscape conforms where possible to the natural topography. Existing specimen trees are either located within the Tecolotito Creek SPA and will either be preserved or will be removed and replaced at the Code-required ratio pursuant to the approved landscape plan.</u></p> <p>See above b. <u>See statement under VH 4.9(a) above</u></p> <p>c. <u>As required by mitigation measures landscaping is required to be native, drought tolerant and includes a range and density of plantings consistent with the uses of a particular landscape areas, including SPAs.</u></p>

<p>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.</p> <p>d. The use of invasive plants shall be prohibited.</p> <p>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.</p>	<p>d. Consistent: Mitigation measures in Section 4.3 (Biology) prohibit the use of invasive plants per this Policy.</p> <p>e. Consistent: The Project's landscape plan shall be submitted to the Planning Department for review and approval before the City issues any permits for the Project. Therefore, the Project would be consistent with this Policy. <u>The Project's SPA Plan will incorporate a Tree Protection and Mitigation Plan to deal with any Project impacts on specimen trees</u></p>
<p>Policy VH 4.10: A unified streetscape shall be created to improve the interface between pedestrians and vehicles. The following design elements shall be incorporated where feasible:</p> <p>a. Abundant street trees.</p> <p>b. Landscaping that buffers pedestrians and bicyclists from traffic without creating site distance conflicts.</p> <p>c. Coordination of landscaping within the public right-of-way and adjacent development to provide an integrated street frontage.</p> <p>g. Traffic control and utility hardware such as backflow devices, traffic control cabinets, cable television boxes, and air vacuum and release enclosures shall be screened from view and colored to blend in with the surroundings. Such hardware should be placed outside sidewalks and away from intersections to the extent feasible.</p>	<p>Consistent: Project streetscape along <u>Los Carneros Road</u> is already partially in place in from <u>front</u> of the business park component of the Project. <u>The residential component streetscape along Los Carneros will carry over onto the residential match the streetscape of the business park component</u> for consistency with this Policy.</p> <p>a. Consistent: <u>Abundant street trees are provided pursuant with Code requirements.</u></p> <p>b. Consistent: Mitigation measures in Section 4.13 (Traffic) specifically limit the height of landscape to protect line of site consistent with this Policy</p> <p>c. Consistent: The streetscape of the residential component will match the existing streetscape for the business park along Los Carneros Road, consistent with this Policy.</p> <p>d. Consistent: Mitigation measures require the protection of line of sight from any encroachment both interior and exterior to the Project. Mitigation measures also require screening of utilities consistent with this Policy.</p>
<p>Policy VH 4.11: Parking lots shall be adequately designed and landscaped. The following standards shall apply (see related Policy TE 9):</p>	<p>Consistent: Surface parking provided for the Project will be designed and landscaped pursuant to the City's standards. Pedestrian circulation shall be clearly delineated and integrated with internal circulation consistent with this Policy.</p>
<p>Policy VH 4.12: Outdoor lighting fixtures shall be designed, located, aimed downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and sky glow. The following standards shall apply:</p> <p>c. Light fixtures used in new development shall be appropriate to the architectural style</p>	<p>Consistent: Outdoor lighting for the Project shall be consistent with the City's Dark Sky policy and shall be properly shield to minimize light spillage into natural areas, consistent with this Policy.</p> <p>VH 4.12 (c) Consistent: Light fixtures used in the residential component of the Project will complement the architectural style of the buildings consistent with this Plan Policy.</p>

and scale and compatible with the surrounding area.	
Policy VH 4.14: New development projects shall be required to place new utility lines underground. Existing overhead utility lines should be placed underground when feasible. Undergrounding of utility hardware is encouraged. Any aboveground utility hardware, such as water meters, electrical transformers, or backflow devices, shall not inhibit line of sight or encroach into public walkways and, where feasible, should be screened from public view by methods including, but not limited to, appropriate paint color, landscaping, and/or walls.	Consistent: Utilities shall be undergrounded within the Project site. Above ground utility hardware shall be placed where <u>it does</u> they do not interfere with line of sight and will be screened from public view to the extent feasible consistent with this Policy.
Policy VH 4.15: The use of story poles, physical or software- based models, photo-realistic visual simulations, perspectives, photographs, or other tools shall be required, when appropriate, to evaluate the visual effects of proposed development and demonstrate visual compatibility and impacts on scenic views.	Consistent: Story poles and visual simulations were used in the Aesthetics section of this EIR to evaluate visual effects of the Project on views available from specific identified vantage points. These studies and demonstrated visual compatibility consistent with this Policy <u>demonstrated that the Project would have a less than significant impact on scenic views.</u>
Policy VH 4.16: The City encourages the incorporation of green building practices in design. Such practices may include the use of recycled materials, drought- tolerant and native plants, energy efficient features, water conservation, allowance for solar access, and permeable surfaces.	Consistent: Green building practices consistent with the City's LIDI Ordinance and Cal Green Code will be implemented by the Project. Therefore, the Project would be consistent with this Policy
TRANSPORTATION ELEMENT	
<p align="center">Transportation Element Policy TE 1 – Integrated Multi-Modal Transportation System</p> <p align="center"><i>Objective: To create and maintain a balanced and integrated transportation system to support the mobility needs of Goleta's residents and workforce, with choice of bus transit, bicycle, and pedestrian as well as private automobile modes. To reduce the percentage of peak-hour person-trips that are made by automobile and provide the facilities that will enable diversion of trips from automobiles to other modes. To develop, maintain, and operate a balanced, safe, and efficient multimodal transportation system to serve all persons, special-needs populations, and activities in the community.</i></p>	
<p>Policy TE 2.2: The City supports the following land use strategies, as provided in the Land Use and Housing Elements, which may enable greater reliance by commuters, shoppers, and others, on alternative modes of travel:</p> <p>c. Mixed-use development within particular subareas of the city, whereby varying uses on separate parcels are located in close proximity to one another so as to enable walking and bicycling between residences, workplaces, and shopping areas. These sub-areas include, but are not limited to: Old Town, the Hollister Corridor, and the Calle Real-Fairview Avenue areas.</p> <p>e. The provision of onsite or nearby</p>	<p>Consistent: The proposed Project includes both a new residential component and an existing business park component with commercial development <u>planned by others</u> for locations across the street on the opposite side of Los Carneros Road. <u>The Project</u> and incorporates access for pedestrians and bicycles to encourage multi-modal transportation. Therefore, <u>the Project is consistent with this General Plan Policy</u></p> <p>See above c. Consistent <u>The Project is located within the Central Hollister Residential Development Area, which was created to provide new housing opportunities in close proximity to enable walking and bicycling between residences, workplaces, and shopping areas</u></p> <p>See above e. Consistent: <u>As noted, the Project includes a business park on Lots 1 and 3 of the original recorded map and is located adjacent to and across the street from existing business parks, consistent with this General Plan Policy.</u></p>

<p>employee housing within business parks, office and institutional uses, and other employment concentrations as appropriate, to encourage walking to work.</p>	
<p align="center">Transportation Element Policy TE 3 – Streets and Highways Plan and Standards <i>Objective: o provide a street network, including appropriate provisions for bicycles and pedestrians, that is adequate to support the mobility needs of city residents and businesses.</i></p>	
<p>TE 3.5 Collector Streets and Roads. Routes designated as <i>collector streets</i> are shown in Figure 7-2. The following criteria and standards apply to these roads:</p> <p>a. <u>Definition/Function:</u> Collector streets and roads function to collect traffic from local streets and roads and to carry that traffic to major or minor arterials. Collectors may also link two arterials as well as collecting traffic from local streets and abutting driveways. Collector roads are designed to provide access to local streets within residential and commercial areas or to connect streets of higher classifications to permit adequate traffic circulation.</p> <p>b. <u>Collector Road Design Standards:</u> The following standards shall apply:</p> <ol style="list-style-type: none"> 1) Collector streets shall generally not exceed two travel lanes (one lane in each direction) and shall generally be undivided roads. 2) Collectors generally should not form a continuous system, so that they cannot easily be used as substitutes for arterials. 3) Intersections of collectors with cross-routes are provided at grade. Intersection controls shall give priority to traffic flow on the arterial rather than the collector. 4) Collector streets and roads shall include facilities to accommodate pedestrians and bicycles. 5) At a minimum, collectors shall include curbs, gutters, and sidewalks. Collectors may include landscaped strips between curb and sidewalk. <p>6) Parking may be required in appropriate segments on either or both sides of the street.</p>	<p>Consistent with mitigation. The primary access to the Project would be from Los Carneros Road via two entry points: one at Calle Koral intersection to the east and one at the Village Way intersection to the southwest. Village Way, the central private drive <u>is covered by</u> a public access easement. <u>The street</u> bisects the Project and connects directly to these access points <u>as well as along</u> with the secondary access <u>at the bridge over Tecolotito Creek</u> at Cortona Drive <u>via a bridge connection</u>. Village Way will act as <u>an internal</u> collector street as it collects traffic from local streets/driveways and connects to a major arterial.</p> <p>The main drive into the project site would consist of Village Way will be a 25-foot wide two-lane roadway, which would not provide a substitute for arterials, such as Los Carneros Road and Hollister Avenue.</p> <p>Internal driveways/road are required to meet California Building Code standard for widths, turning radii, and emergency vehicle access. A potential safety concern was identified in the EIR regarding the Village Way/Los Carneros Road intersection, but the project is conditioned to correct any circulation safety concerns. An EIR mitigation measure requires maintenance of a safe line of site at all ingress/egress points.</p> <p>Final review and approval of construction plans by the Public Works Department Director 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. Therefore, the Project is consistent with this Policy.</p>
<p>Policy TE 3.3: <i>o provide a street network, including appropriate provisions for bicycles and pedestrians, that is adequate to support the mobility needs of city residents and businesses.</i></p>	<p>Consistent: The Project is well served by public streets and freeways, provides a public pedestrian mall and public bicycle trail through the site to encourage multi-modal transportation consistent with this Policy.</p>

Transportation Element Policy TE 4 – Target Level of Service Standards <i>Objective: 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</i>	
Policy TE 4.3: When the LOS for any intersection or arterial link at planned capacity falls below base year standards that are expressed in Table 7-1, the City shall require a Deficiency Plan to be prepared before approving any development that would further lower the LOS. The Deficiency Plan shall consider alternative transportation improvements, including alternative modes. Any improvements established in the adopted Deficiency Plan may be provided as mitigation by new development or included in the impact fee system. The Deficiency Plan shall be prepared by the City or at the City's direction within 90 days of publication of a City-approved traffic report indicating degradation of service below base year standards which are expressed in Table 7-1	Consistent: The Project is conditioned to provide street improvements pursuant to the City's Capital Improvement Program to maintain LOS C on all street segments as required by the City consistent with this Policy
Transportation Element Policy TE 8 – Rail Transportation <i>Objective: To accommodate commuter-oriented rail passenger service along the UPRR corridor that would serve employment centers in Goleta and UCSB, in the event that the region determines to pursue this option to accommodate long-distance work trips between Ventura County and Goleta.</i>	
Policy TE 8.4: The land-use plan map designates land areas along and near the railroad corridor in the mid-Hollister area for business park and medium-density multi-family residential development. It is the intent that these higher-intensity uses support and not prevent potential passenger rail service as well as support existing and potential expanded bus commuter services along the Hollister Corridor.	Consistent: Any issues arising out of the Project's proximity to the UPRR tracks arise out of the use of the route for freight and do not involve passenger train traffic. <u>The development of the Project in proximity to the UPRR tracks would not prevent an increase in the number of trains traveling the route. However, independent studies of the LOSSAN route's capacity for expansion state that such capacity is limited due to geologic and geographic factors unrelated to project development north of Ventura County and that it was unlikely that the capacity of the LOSSAN corridor would increase north of Ventura County for that reason. The Project would have no adverse impact on the expansion of commuter service along the Hollister Corridor.</u>
Transportation Element Policy TE 9 – Parking <i>Objective: To ensure that an adequate amount of parking is provided to accommodate the needs of existing, new, and expanded development, with convenient accessibility and attention to good design. To assure that on- and off-street parking is responsive to the varying and unique needs of individual commercial areas and residential neighborhoods.</i>	
Policy TE 9.1: The primary source of parking supply for new development of all types of uses within the city shall be off-street parking spaces that are provided on site within the development.	Consistent: The primary source of parking for the proposed residential project is off-street within the development, consistent with this Policy. <u>All parking for the Project will be provided on site. Street parking is permitted along Village Way internal to the Project site but such parking is not counted towards the Project's parking requirement pursuant to Code.</u>
Policy TE 9.3: Any proposed new or expanded use in residential areas shall provide adequate	Consistent: — See above Project parking will be provided onsite and will not result in any adverse impacts to on-street

<p>onsite parking to support the use. Adequate parking shall be provided to minimize the need for parking in public rights-of-way and to avoid spillover of parking onto adjacent uses and into other areas. The existing supply of on-street parking spaces shall be preserved to the maximum extent feasible. Off-street parking for proposed new single-family dwellings in all residential use categories shall be provided in enclosed garages. Driveway aprons in single-family residential neighborhoods shall have sufficient widths and depths to allow parking of two standard-sized vehicles in front of the garage.</p>	<p>parking capacity off-site. <u>Parking for single-family residential uses is provided within two car attached garages. Driveway aprons do not meet the single-family neighborhood standard; however, the Project is a mixed use residential with clustered units to make the most efficient use of the site and meet lot coverage constraints. Since this is not a single family neighborhood the Project is not subject to the single family neighborhood driveway apron requirement.</u></p>
<p style="text-align: center;">Transportation Element Policy TE 10 – Pedestrian Circulation <i>Objective: To encourage increased walking for recreational and other purposes by developing an interconnected, safe, convenient, and visually attractive pedestrian circulation system</i></p>	
<p>Policy TE 10.4: Proposals for new development or substantial alterations of existing development shall be required to include pedestrian linkages and standard frontage improvements. These improvements may include construction of sidewalks and other pedestrian paths, provision of benches, public art, informational signage, appropriate landscaping, and lighting. In planning new subdivisions or large-scale development, pedestrian connections should be provided through subdivisions and cul-de-sacs to interconnect with adjacent areas. Dedications of public access easements shall be required where appropriate.</p>	<p>Consistent: The Project includes pedestrian linkages and standard frontage improvements including the construction of sidewalks, informational signage, a separate bicycle path, appropriate landscaping, and lighting consistent with this Policy. <u>A public access easement through the Project along the bicycle path is provided.</u></p>
<p style="text-align: center;">Transportation Element Policy TE 11 – Bikeways Plan <i>Objective: To encourage increased bicycle use for commuting and recreational purposes by developing an interconnected circulation system for bicycles that is safe, convenient, and within a visually attractive environment.</i></p>	
<p>Policy TE 11.4: 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.</p>	<p>Consistent: The Project provides a bicycle lane through the Project site to encourage bicycle travel. <u>Showers and changing rooms are not incorporated into the Project as these facilities are not feasible within a private residential development. The Project bikeway connects to the balance of the City's bicycle paths, lanes and trails.</u> Therefore, the Project is consistent with this Policy.</p>
<p style="text-align: center;">Transportation Element Policy TE 13 – Mitigating Traffic Impacts of Development <i>Objective: To ensure that new development is supported by adequate capacities in transportation systems, including city streets and roads, without reducing the quality of services to existing residents, commuters, and other users of the city street system</i></p>	
<p>Policy TE 13.1: Future development in Goleta will cause added burdens on the transportation</p>	<p>Consistent: A TIA was <u>prepared</u> performed for the Project and submitted to the City for review and approval. The TIA</p>

<p>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.</p>	<p><u>and the most current update</u> is the basis for the traffic analysis contained in this EIR, consistent with this Policy.</p>
<p>Policy TE 13.3: 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:</p> <p>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</p> <p>c. Any additional offsite traffic mitigation measures are incorporated into the impact fee system for addressing cumulative transportation impacts of future development.</p>	<p>Consistent: With one permitted exception, the Project can be served by existing and planned transportation facilities within LOS standards. Street improvements are required to maintain an appropriate LOS on one street segment and are required as a mitigation measures, consistent with this Policy</p> <p>Consistent: As demonstrated by the TIA and Section 4.13 (Traffic) transportation facilities meet the adopted LOS standards with all mitigation measures implemented, consistent with this Policy.</p> <p>Consistent: The Project will pay its assessed share of traffic mitigation fees to the City as required by existing regulations, consistent with this Policy.</p>
<p>Policy TE 13.4: 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:</p> <p>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.</p>	<p>Consistent – see below</p> <p>Consistent: The Project is conditioned to provide offsite street improvements and signal modifications and/or to pay its prorated share of the cost of improvements from which it will benefit consistent with this Policy</p>
<p>Policy TE 13.5: 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.</p>	<p>Consistent: The Project will be required to construct transportation improvements along its frontage in accordance with City standards and shall provide all required access and circulation facilities needed within the property, designed to City standards, consistent with this Policy</p>

Transportation Element Policy TE 14 – Financing Transportation Improvements	
<i>Objective: To ensure that there is adequate funding for construction of transportation facilities that are needed to support new development and address existing deficiencies to achieve the targeted level of service.</i>	
Policy TE 14.1: 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.	Consistent: The Project will be required to pay its assessed traffic mitigation fees before the City issues permits for construction, consistent with this Policy.
HOUSING ELEMENT	
Housing Element Policy HE 3 – Linkage of Housing and Jobs	
<i>Objective: Create housing nearby to where people work and encourage participation in the City's affordable housing program from commercial, office, industrial, and other nonresidential uses.</i>	
Policy HE 3.1: 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.	Consistent: The Project will include 70 units of affordable housing <u>pursuant to its Development Agreement</u> and is consistent with this Policy.
Housing Element Policy HE 6 – Adequate Sites to Meet Goleta's RHNA	
<i>Objective: Identify adequate sites designated at densities to accommodate the City's SBCAG-assigned fair share of the south coast's RHNA and particularly the need for extremely low, very low, low-, and moderate-income housing.</i>	
Policy HE 6.6: 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.	Consistent: The Project includes 70 units of affordable housing guaranteed through its Development Agreement, <u>without any increase in the Project's residential density</u> , consistent with this Policy.
Housing Element Policy HE 9 – Excellence in New Housing Design	
<i>Objective: Ensure that new housing is well designed to be compatible with and enhance Goleta's neighborhoods and the community as a whole.</i>	
Policy HE 9.2: It is the City's intent that neighborhood identity and sense of community should be enhanced by designing all new housing to have a sensitive transition of scale and compatibility in form to the surrounding area. Buffers will be provided in mixed-use areas between residential and nonresidential uses.	Consistent: The Central Hollister Residential Area is a new residential community with an evolving community identity. The Project is designed to <u>work blend</u> appropriately with existing and planned residential and existing business park and commercial development within this emerging area, consistent with this Policy.

Policy HE 9.3: The intent in the design of new multifamily and affordable housing is to provide stable, safe, and attractive neighborhoods through high-quality architecture, site planning, and amenities that address the following principles (see related **Policy VH 4**):

a. Reduce the Appearance of Building Bulk. Require designs that break up the perceived bulk and minimize the apparent height and size of new buildings, including the use of upper-story step-backs, variations in wall and roof planes, and landscaping. Application of exterior finish materials and trim, and windows and doors, for example, are important elements of building design and an indicator of overall building quality.

b. Recognize Existing Street Patterns. Incorporate transitions in height and setbacks from adjacent properties to respect adjacent development character and privacy. Design new housing so that it relates to the existing street pattern, creates a sense of neighborliness with surrounding buildings, and integrates pedestrian and bicycle systems.

c. Enhance the “Sense of Place” by Incorporating Focal Areas. Design new housing around natural and/or designed focal points that are emphasized through direct pedestrian and bicycle pathway connections. Site design and placement of structures shall include the maximum amount of usable, contiguous open space.

d. Minimize the Visual Impact of Parking and Garages. Discourage residential designs in which garages dominate the public façade of the residential building.

e. Provide Buffers between Housing and Nonresidential Uses. Ensure compatibility of residential and nonresidential uses by addressing parking and driveway patterns, transitions between uses, entries, site planning, and the provision of appropriate buffers to minimize noise, lighting, or use impacts.

f. Maximize Privacy for Individual Units. Site design, including placement of

Consistent – See below

a. Consistent: The Project will include a variety of housing types ranging from single-family detached homes to apartments, ~~and including town homes in various configurations~~ in duplex, triplex and 4-plex configurations and stacked condominium flats. A variety of building sizes and heights will be used to ~~minimize the height and size of new buildings as needed~~ to provide variety within the and consistency with the surrounding community, consistent with this Policy.

b. Consistent: The Project is designed to work with existing street patterns and to provide appropriate linkages with nearby development, consistent with this Policy.

c. Consistent: The Project is designed to establish a sense of neighborhood and place through ~~the use of~~ a central recreational center, a bicycle path, and the use of contiguous open space, per consistent with this Policy.

d. Consistent: Garages do not dominate the public façade of residential buildings in the Project, consistent with this Policy.

e. Consistent: The Project is designed to retain existing buffers between the residential and business park components of the Project consistent with this Policy.

f. Consistent: The Project’s design provides for a maximum degree of privacy for individual dwelling units consistent with this Policy

<p>structures, pedestrian circulation, and common areas, as well as elements of architectural design such as, but not limited to, placement of windows, shall achieve a maximum degree of privacy for individual dwelling units within multifamily projects, including privacy for individual exterior spaces.</p>	
<p>Policy 9.4: The City will promote development and construction standards that provide resource conservation by encouraging housing types and designs that use renewable and/or sustainable materials, cost-effective energy conservation measures, and fewer resources (water, electricity, etc.) and therefore cost less to operate over time. The City shall require individual residential units within multifamily housing projects to be separately metered for all utilities, including, but not limited to, water, natural gas, and electricity (see related Policy CE 13).</p>	<p>Consistent: The Project will conform to all existing regulatory requirements for green building including those contained in the 2013 Cal Green Code and the City's LIDI ordinance, consistent with this Policy.</p>
<p align="center">Housing Element Policy HE 10 – Production of New Affordable Housing <i>Objective: Provide incentives to encourage the development of long-term affordable housing.</i></p>	
<p>b. Allow modifications in zoning requirements and guidelines, consistent with Subpolicy HE 9.3, that facilitate affordable housing production such that the zoning requirements and guidelines establishes minimum sizes for affordable units and provides for flexibility for the location of the affordable units within a development.</p>	<p>Consistent: The Project permits the siting of affordable units anywhere on the site and provides flexibility with the density requirements of the PRD zoning to accommodate a 14-du/ac Project, consistent with this Policy <u>while providing sufficient market rate units to underwrite finance construction provision of 70 low income rental units and incentives including lot coverage consistent with Policy 11.8.</u></p>
<p align="center">Housing Element Policy HE 11 – Inclusion of Extremely Low, Very Low, Low, and Moderate Income Housing in New Development <i>Objective: Strengthen residential inclusionary requirements and incentives to require affordable housing as part of market-rate residential projects</i></p>	
<p>Policy HE 11.2: The inclusionary requirement shall apply to residential projects including for-sale units as follows: (c) Projects of five or more for-sale 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, at the sole discretion of the City shall be determined by the Planning Director early in the application process.</p>	<p>Consistent: The Project will provide 70 units of affordable housing consistent with this General Plan Policy.</p>
<p>Policy HE 11.7: Inclusionary units shall be subject to recordation of a regulatory agreement to provide affordable housing units and an affordability covenant or deed restriction. The</p>	<p>Consistent: The Project's requirements for the provision of affordable housing, including any requirements for covenants, shall be provided for in the Project's Development Agreement, consistent with this General Plan Policy.</p>

<p>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.)</p>	
<p>Policy HE 11.8: 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 inclusionary housing in-lieu payment, the City shall provide the following incentives or concessions:</p> <p style="padding-left: 40px;">a. The Lot Coverage Ratio standard set forth in the Land Use Element shall be increased from 0.3 to 0.4.</p> <p>The preceding shall be in addition to other incentives or concessions offered pursuant to Policy HE 10.</p>	<p>Consistent: The Project includes 70 units of affordable housing pursuant to the City’s inclusionary provisions, guaranteed by provisions of its Development Agreement with the City, consistent with this General Plan Policy. <u>Lot coverage increase may be incorporated together with other incentives and concession necessary to underwrite the provision of low income housing rather than market rate units at the same site; however, the Project has provided the required affordable housing units without requiring an increase in lot coverage.</u></p>

PUBLIC FACILITIES ELEMENT

Public Facilities Policy PF 3 – Public Safety Services and Facilities

Objective: Ensure that adequate fire and police services and facilities are available to meet the needs of both existing and new development in the city as well as service demands from outside Goleta’s boundaries

<p>Policy PF 3.1: Fire Protection Standards. [GP] The Santa Barbara County Fire Department employs the following three standards with respect to provision of fire protection services:</p> <p style="padding-left: 40px;">a. A firefighter-to-population ratio of one firefighter on duty 24 hours a day for every 2,000 in population is considered “ideal,” although a countywide ratio (including rural areas) of one firefighter per 4,000 population is the absolute minimum standard. Considering the daytime population in Goleta due to employees and customers, all fire stations within Goleta fell short of this service standard as of 2005.</p> <p style="padding-left: 40px;">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</p>	<p>Consistent: As demonstrated in Section 4.11 (Public Services), the County Fire Protection District meets the City’s service response times and personnel ratio goals and its ability to continue to meet those goals will not be compromised by the Project, consistent with this General Plan Policy.</p> <p>a. Consistent: The Project will not adversely impact the ability of the Fire Prevention District to meet needed staffing levels.</p> <p>b. Consistent: The Project will not adversely impact the engine to population ratio and crew requirements of the Fire Protection District</p> <p>c. Consistent: The Project is located within a five-minute response time from the nearest station.</p>
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<p>Association (NFPA) guidelines state that engine companies shall be staffed with a minimum of four on-duty personnel.</p> <p>c. The third fire protection standard is a 5-minute response time in urban areas. This incorporates the following NFPA response-time objectives:</p>	
<p>Policy PF 3.4: The following fire safety standards shall be met, where applicable, in new development within the city:</p> <p>a. Two routes of ingress and egress shall be required for any new development or subdivision of land requiring approval of a discretionary action. This requirement may be waived by the City when secondary access cannot be provided and maintenance of fire safety standards are ensured by other means.</p> <p>b. All private roads that provide access to structures served by the Santa Barbara County Fire Department shall be constructed at a minimum to the department's standards.</p> <p>d. Emergency access shall be a consideration in the siting and design of all new development within the city.</p>	<p>See below</p> <p>a. Consistent: The Project will provide three routes in ingress and egress consistent with this General Plan Policy.</p> <p>b. Consistent: All private roads and driveways are designed to Department standards, consistent with this General Plan Policy.</p> <p>c. and d. Consistent: The Project provides emergency ingress and egress as required by emergency service providers, consistent with this General Plan Policy</p>
<p>Policy PF 3.6: The City shall strive to maintain the following service standards for police services:</p> <p>a. An average emergency response time of 5 minutes.</p> <p>b. An average nonemergency response time of 20 minutes.</p>	<p>a – b. Consistent: As <u>documented</u> demonstrated in Section 4.11 (Public Services) the average response times are met by existing services and will not be compromised by the Project, consistent with this General Plan Policy.</p> <p>See above</p> <p>See above</p>
<p>Policy PF 3.8: he City shall continue to require a development impact fee to provide revenue to assist with funding capital facilities for police services.</p>	<p>Consistent: The Project will pay its assessed development impact fee for police facilities, consistent with this General Plan Policy.</p>
<p>Policy PF 3.9: All proposals for new or substantially remodeled development shall be reviewed for potential demand for and impacts on safety and demand for police services. The design of streets and buildings should reinforce secure, safe, and crime-free environments. Safety and crime reduction or prevention, as well as ease of policing, shall be a consideration in the siting and design of all new development within the city.</p>	<p>Consistent: As demonstrated <u>documented</u> in Section 4.11 (Public Services), the Project can be adequately served by existing law enforcement services and is designed to provide easy policing in the arrangement of its circulation and driveway system and exterior lighting, consistent with this General Plan Policy.</p>

Public Facilities Element Policy PF 4 – Water and Sewer Facilities

Objective: Ensure that adequate water supply and distribution facilities and sewage collection facilities and treatment capacity are available to meet the cumulative needs of both existing users and new development in the city as well as outside Goleta's boundaries.

<p>Policy PF 4.1: The following criteria, standards, and procedures shall apply to water facilities and services:</p> <p>a. The City shall coordinate with GWD regarding new development within its boundaries to allow the GWD to continue to plan its capital improvements in an orderly manner consistent with the levels of growth allowed by the Land Use Plan.</p> <p>d. Environmental reviews of new development shall evaluate the adequacy of water supply capacity to serve cumulative demand for all existing and planned development, including during extended periods of drought.</p> <p>g. The applicant and GWD shall demonstrate prior to issuance of final land use clearance that sufficient capacity shall be available to serve the development and all other cumulative projects within GWD's service area. This may be evidenced by an unconditional "will serve" letter or contract for service from GWD. All required water infrastructure for a project shall either be in place at the time of approval of the land use clearance or shall be assured through the use of bonds, payment of fees, or other sureties to the City's and GWD's satisfaction.</p> <p>i. The City shall encourage and actively promote long-term water conservation through water-conserving features in new development, including low water-use plumbing fixtures and drought-tolerant landscaping. The City also encourages the reclamation of treated wastewater and development of distribution facilities for reclaimed water to serve appropriate uses and locations.</p> <p>k. The City shall require new water infrastructure to be located and painted so as to not be visually obtrusive and, where feasible, to be located within roadway rights-of-way or existing utility easements.</p>	<p>See below</p> <p>a. Consistent: The Project is required to provide the City with a current Can and Will Serve letter from GWD as a condition of Project entitlement, pursuant to this General Plan Policy.</p> <p>d. Consistent: Section 4.14 (Utilities) includes an evaluation of the adequacy of water supplies to serve the Project in the cumulative condition during all conditions, consistent with this Policy.</p> <p>g. Consistent with Mitigation: As shown in Section 4.14, the GWD has resources sufficient to serve the Project in the cumulative condition. The Project will be conditioned to install all water infrastructure and hydrants and provide water pressure sufficient to satisfy the Fire Protection District before being permitted to drop lumber on the site. The Project will post bonds to guarantee its infrastructure performance, pursuant to this General Plan Policy.</p> <p>i. Consistent with Mitigation: The Project will be constructed pursuant to all regulatory requirements for water conservations and pursuant to the California Green Code (2013) pursuant as required by to this General Plan Policy.</p> <p>k. Consistent: The Project shall locate water infrastructure within the Project's backbone circulation system, consistent with this General Plan Policy.</p> <p>m. Consistent: As <u>documented shown</u> in Section 4.14, the Project will be served by the public water system, consistent with this General Plan Policy.</p> <p>n. Consistent: As shown in Section 4.14 (Utilities), the City's water provider has adequate capacity provide water to the Project in both the project and cumulative condition with existing resources, consistent with this General Plan Policy.</p> <p>o. Consistent: The Project will be served by the City's sewer system, consistent with this General Plan Policy.</p>
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<p>m. All new development within the City shall be served by the public water system.</p> <p>n. The applicant and the applicable sanitation district shall demonstrate prior to issuance of final land use clearance that sufficient capacity and facilities shall be available to serve the development and all other cumulative projects within the service area. This may be evidenced by an unconditional “will serve” letter or contract for service from the district. All required wastewater management infrastructure for a project shall either be in place at the time of approval of the land use clearance or shall be assured through the use of bonds, payment of fees, or other sureties to the City’s and the applicable district’s satisfaction.</p> <p>o. Within the urban boundary, all new development shall be required to connect to the public sewerage system. New septic systems shall not be approved within the urban boundary unless it is demonstrated that there is no feasible alternative.</p>	
<p>Public Facilities Element PF 5 – School Facilities <i>Objective: Ensure that adequate public school services and facility capacities are available to meet the long-term needs of both existing and new development in the city as well as service demands from outside Goleta’s boundaries</i></p>	
<p>Policy PF 5.2: Applications for residential development within the city shall be referred to the school districts for their review and comments. The City shall require the assessment of impacts of large development projects on school facility needs through the preparation of environmental documents pursuant to CEQA.</p>	<p>Consistent: The Project’s EIR will be circulated to the school districts serving it for review and comment during the DRAFT circulation period, consistent with this General Plan Policy. <u>The EIR provides an assessment of Project impacts to the school system and has documented a less than significant impact.</u></p>
<p>Policy PF 5.7: Where school districts have adopted development impact fees to help finance provision of facilities, the City shall provide information regarding these impact fees to developers and builders. The City shall not issue a building permit for any development subject to such fees without documentation from the applicable district that its fees have been paid. The developer or builder shall be responsible for providing documentation to the City that school impact fees have been paid.</p>	<p>Consistent: The Project is required to pay the school district’s impact fee before the City issues any building permit and/or certificate of occupancy and must provide documentation of payment to the City as a condition of permit <u>and/or certificate of occupancy.</u> consistent with this General Plan Policy.</p>

Public Facilities Element Policy PF 6 – Utilities	
<i>Objective: Ensure that adequate utility services and facility capacities are available to meet the needs of both existing and new development in the city as well as service demands from outside Goleta's boundaries.</i>	
Policy PF 6.1: The City shall continue to circulate development applications to local utility providers for their review and comment and to ensure that they can and will provide service to individual developments: b. To the extent practicable, all utilities shall be required to be placed underground in new development (see related VH 4.14).	Consistent: Will Serve letters from public utilities are required as conditions of <u>building</u> permit and Project approval . The EIR will be circulated to all service providers for review and comment, consistent with this General Plan Policy. b. Consistent: All extensions of utility services to the Project shall be undergrounded to the extent feasible, consistent with this General Plan Policy.
Public Facilities Element Policy PF 9 – Coordination of Facilities with Future Development	
<i>Objectives: To ensure that land use decisions are based on the planned capacity of capital facilities and that such facilities are provided when they are needed to support new development.</i>	
Policy PF 9.1: The Land Use Plan and actions on individual development applications shall be consistent with the existing or planned capacities of necessary supporting public facilities and the fiscal capacity of the City to finance new facilities.	Consistent: As <u>documented</u> illustrated in Sections 4.11 (Public Services), 4.13 (Traffic), and 4.14 (Utilities) the Project can be adequately served by existing public facilities and utilities and no new facilities are required to serve the Project, consistent with this General Plan Policy.
Policy PF 9.2: 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.	Consistent: As <u>documented</u> demonstrated in Sections 4.11 (Public Services) the Project will be served by essential public services without reducing levels of service elsewhere in the City, consistent with this General Plan Policy.
Policy PF 9.3: 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.	Consistent with Mitigation: The Project has been conditioned to construct <u>participate</u> in street improvements, modify traffic signals, and pay its pro-rata share of any public facility needed to serve its residents and to post bonds to ensure performance of its obligations, consistent with this General Plan Policy.
Policy PF 9.7: 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.	Consistent: As <u>documented</u> identified in Section 4.14 (Utilities), the Project can be served by existing City utilities without reducing service levels elsewhere in both the Project and cumulative conditions with the sole exception of solid waste, pursuant to consistent with this General Plan Policy.

Public Facilities Element Policy PF 10 – Financing Public Facilities <i>Objective: To use all available capital improvement revenues to finance facilities to meet the community's needs.</i>	
Policy PF 10.2: The City shall adopt and maintain a development impact fee program that requires new development to pay a proportionate share of the costs of new or upgraded capital facilities attributable to new development. Impact fee programs for capital facilities shall include sufficient funding for all of the following:	Consistent: The Project will pay its <u>pro rata</u> share of all development impact fees as assessed by the City, pursuant to this General Plan Policy.
Noise Element	
Noise Element Policy NE 1 – Noise and Land Use Compatibility Standards [GP] <i>Objective: To protect Goleta's residents, workers, and visitors from excessive noise by applying noise standards in land use decisions. To ensure compatibility of land uses with noise exposure levels, and to neither introduce new development in areas with unacceptable noise levels nor allow new noise sources that would impact existing development.</i>	
Policy NE 1.1: The City shall use the standards and criteria of Table 9-2 to establish compatibility of land use and noise exposure. The City shall require appropriate mitigation, if feasible, or prohibit development that would subject proposed or existing land uses to noise levels that exceed acceptable levels as indicated in this table. Proposals for new development that would cause standards to be exceeded shall only be approved if the project would provide a substantial benefit to the City (including but not limited to provision of affordable housing units or as part of a redevelopment project), and if adequate mitigation measures are employed to reduce interior noise levels to acceptable levels.	Consistent: Pursuant to Table 9.2 referenced in this Policy, Community Noise Exposure (CNEL dBA) for multifamily residential (Medium density) of 50-50 would be "Normally Acceptable," 60-65 would be "Conditionally Acceptable," 65-75 would be "Normally Unacceptable," and 75 – 85+ would be "Clearly Unacceptable." Where the CNEL dBA is in the 65-75 range, the Table states that, "New construction or development should be discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements shall be made and needed noise insulation shall be included in the design." The Project is conditioned to provide <u>an</u> acoustical analysis for all units located in proximity to 70, 65, and 60 CNEL dBA contours to demonstrate that interior noise can be reduced to an acceptable level in all units before the City issues building permits. All measures required to accomplish this goal must be incorporated into the Project's plans for consistency with this Policy and all analysis must be completed prior to the issuance of building permits for any unit within these contours, pursuant to this Policy.
Policy NE 1.2: 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	Consistent: Pursuant to Table 9.2, portions of the outdoor areas of units located in closest proximity to the UPRR/U.S. 101 transportation corridor are within the 70-dBA contour for outdoor noise. However, Shielding of outdoor patios and balconies is required to reduce outdoor noise to the 65 dBA CNEL level. Acoustical analysis is required before the City issues building permits for units affected by these dBA levels to that demonstrates that required indoor noise levels can be reduced to <u>the required</u> 45 dBA CNEL. The Project will provide specific benefits to the City including the provision of affordable housing, public access bicycle paths, and the neighborhood park. Therefore, the Project is consistent with this Policy.

65 dBA CNEL, respectively.	
<p>Policy NE 1.4: An acoustical study that includes field measurement of noise levels may be required for any proposed project that would: a) locate a potentially intrusive noise source near an existing sensitive receptor, or b) locate a noise-sensitive land use near an existing known or potentially intrusive noise source such as a freeway, arterial roadway, railroad, industrial facility, or airport traffic pattern. Acoustical studies should identify noise sources, magnitudes, and potential noise mitigation measures and describe existing and future noise exposure. The acoustical study shall be funded by the applicant and conducted by a qualified person or firm that is experienced in the fields of environmental noise assessment and architectural acoustics. The determination of applicability of this requirement shall be made by the Planning and Environmental Services Department by applying the standards and criteria of Table 9-2.</p>	<p>Consistent: Pursuant to prior responses, the residential units affected by potentially intrusive noise due to proximity to the US 101/UPRR corridor will require additional acoustical studies that demonstrate the Applicant's ability to reduce intrusive noise. These studies must be performed prior to the issuance of building permits. see above</p>
<p>Policy NE 1.5: Acceptable Noise Levels. [GP] New construction and substantial alterations of existing construction shall include appropriate noise insulation measures (such as insulation, glazing, and other sound attenuation measures) so that such construction or renovations comply with state and building code standards for allowable interior noise levels. The intent of this policy is to require improved soundproofing for both noise receivers and sources.</p>	<p>Consistent – See response to Policy NE 1.2</p>
<p>Noise Element Policy NE 2 – Traffic Noise Sources <i>Objective: To reduce or mitigate noise from existing and projected future vehicular traffic through street improvements, law enforcement, and support of alternative transportation programs.</i></p>	
<p>Policy NE 2.1: The City shall require the incorporation of appropriate noise barriers and other noise attenuation features in the design of any new arterial streets. The City shall consider and may require noise attenuation measures in frontage improvements associated with new private and public projects along existing city arterials, provided that such measures are consistent with the policies and standards of the Visual and Historical Resources Element. To be effective, such noise barriers should reduce noise levels at abutting receiver sites by at least 5 dBA CNEL.</p>	<p>Consistent: No new arterial streets will <u>be constructed</u> as a result of the proposed Project. Acoustical analysis is required for all buildings located within the 60-dBA contour of any transportation corridor to demonstrate that interior noise levels can be reduced to an acceptable level before the City issues building permits. All measures required to accomplish this goal will be incorporated into the Project design. Therefore the Project would be consistent with this Policy.</p>

Noise Element Policy NE 4 – Railway Noise	
<i>Objective: To reduce noise and minimize the impact of noise from existing and projected future railway operations and activities.</i>	
Policy NE 4.1: The City shall consider current and projected exposure to noise levels for any proposed development or use on land adjacent to the UPRR. The City should not approve any development that would result in unacceptable levels of noise exposure in accordance with the standards of Policy NE 1 above.	Consistent: See response to NE 1 above. Acoustical analysis is required before the City issues any building permit to demonstrate that acceptable interior and private exterior noise levels can be reduced to acceptable levels for all units located within the 70-, 65-, and 60-dBA CNEL contours of the UPRR/U.S.101 transportation corridor <u>is required before the City issues prior to issuance of any building permit for a residential structure.</u> Therefore, the Project is consistent with this Policy.
Noise Element Policy NE 6 – Single Event and Nuisance Noise	
<i>Objective: To prevent community and environmental disruptions by limiting single-event and nuisance noise levels, so that relative quiet and peace is achieved and maintained at residential areas and other sensitive receptors.</i>	
Policy NE 6.4: 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 nonresidential areas away from sensitive receivers shall be limited to Monday through Friday, 7:00 a.m. to 4:00 p.m. Construction shall generally not be allowed on weekends and state holidays. Exceptions to these restrictions may be made in extenuating circumstances (in the event of an emergency, for example) on a case by case basis at the discretion of the Director of Planning and Environmental Services. All construction sites subject to such restrictions shall post the allowed hours of operation near the entrance to the site, so that workers on site are aware of this limitation. City staff shall closely monitor compliance with restrictions on construction hours, and shall promptly investigate and respond to all noncompliance complaints.	Consistent: The Project will conform to the City's construction hour limitations, consistent with this Policy.
Policy NE 6.5: 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	Consistent: The Project shall abide by all General Plan policies and Municipal Code requirements regarding the regulation of construction noise and shall therefore be consistent with this Policy.

<p>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.</p> <p>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.</p>	
<p style="text-align: center;">Noise Element Policy NE 7 – Design Criteria to Attenuate Noise</p> <p style="text-align: center;"><i>Objective: To employ noise-reduction measures that reduce levels of noise-generated at the source. To use site design and noise insulation techniques that attenuate noise levels experienced at receiver sites to acceptable levels.</i></p>	
<p>Policy NE 7.1: The City shall require that primary emphasis on the control of noise be accomplished at the source by reducing the intensity of the noise generated or through appropriate placement of noisy components of a project or use. Secondary emphasis should be through site design of receiver sites and noise attenuation and insulation measures.</p>	<p>Consistent: The Project is not a noise generator but it is a “sensitive receptor” located in proximity to a major transportation corridor and City arterials that create ambient noise at the site perimeter in excess of acceptable limits. Therefore, the Project is required to conduct acoustical analysis for all units within 70-, 65-, and 60-dBA CNEL contours to demonstrate that interior noise can be reduced to acceptable level and must be required to incorporate all necessary measures into Project design as a condition <u>before the City issues</u> a building permit. The Project is, therefore, consistent with this Policy.</p>
<p>Policy NE 7.2: The City encourages the inclusion of site-design techniques for new construction that will minimize noise exposure impacts. These techniques shall include building placement, landscaped setbacks, and siting of more noise-tolerant components (parking, utility areas, and maintenance facilities) between noise sources and sensitive receptor areas.</p>	<p>Consistent: See response to NE 7.1 and 1.1.</p>
<p>Policy NE 7.3: The City shall encourage the use of architectural techniques to meet noise attenuation requirements. Such techniques include: a) using noise-tolerant rooms such as garages, kitchens, and bedrooms to shield noise- sensitive rooms such as bedrooms and family rooms and b) using building façade materials that help shield noise.</p>	<p>Consistent: See response to NE 7.1 and 1.1</p>
<p>Policy NE 7.4: The City shall encourage new development near highway and railroad noise sources to identify alternatives to sound walls to reduce noise impacts.</p>	<p>Consistent: See response to NE 7.1 and 1.1</p>

Policy NE 7.5: For projects where an acoustical analysis is required because of potential noise impacts, the City, through its development review and building permit processes, shall ensure that all appropriate noise reduction measures are incorporated.	Consistent: Required by mitigation measure
Policy NE 7.6: In compliance with state law, the City shall require all multi-family residential developments that are proposed within the 60-dBA-CNEL noise contour to include appropriate noise- insulation measures.	Consistent: See response to NE 7.1 and 1.1
Policy NE 7.7: For residential projects where mitigation is required to reduce interior noise levels to 45 dBA CNEL, the City Building Official shall require incorporation of measures listed in the current version of the Acoustic Design Manual for the appropriate amount of noise reduction.	Consistent: See response to NE 7.1 and 1.1

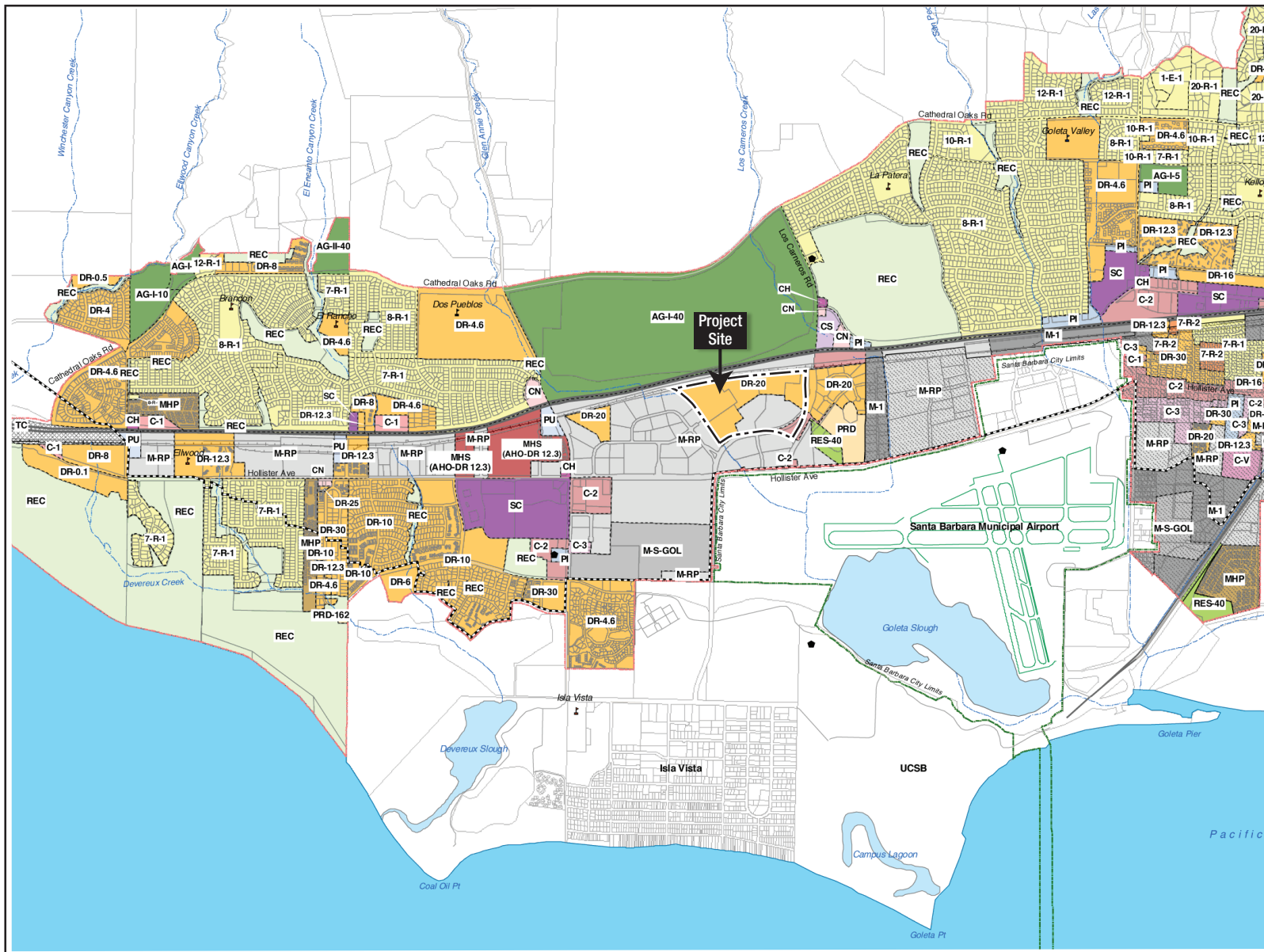
Impact LU 3: Would the Project conform to the applicable provisions of the City's Inland Zoning Ordinance?

Significance Before Mitigation: Less Than Significant

The Project requests a series of zone changes:

1. Residential component from combined DR-20 and PRD-275 to PRD-465
2. In the Residential component, a change of zone from DR and PRD-275 to M-RP (1.89 gross acres)
3. In the Business Park component, a change of zone from M-RP to PRD-465 (0.78 gross acre)

The latter two zone changes are minor and are illustrated in **Figure 4.9-2**. The requested zone change No. 1 is consistent with the underlying Medium Density Residential General Plan Designation. The net residential density is 15 dwelling units per acre which, with the provision of affordable housing and the addition of appropriate concession for the housing is consistent with the Zoning Code and General Plan. Zone changes Nos. 2 and 3 will be consistent with the Land Use designations on the affected parcels assuming approval of a pending General Plan Amendment being processed concurrent with the Project's entitlements. As shown in **Table 4.9-3** (Consistency with PRD Zone) the Project is consistent with the provision of the IZO for the requested zoning and impacts would be less than significant (**Class III**).



Legend

- Existing Property Boundary
- Residential Districts**
- R-1/E-1 Single Family Residential
- PRD Planned Residential Development
- DR Design Residential
- R-2 Two Family Residential
- MHP Mobile Home Planned Development
- MHS Mobile Home Subdivision
- Commercial Districts**
- CN Neighborhood Commercial
- C-1 Limited Commercial
- C-2 Retail Commercial
- R-2 General Commercial
- C-V Resort/Visitor Serving Commercial
- CH Highway Commercial
- SC Shopping Center
- CS Service Commercial
- Office and Industrial Districts**
- PI Professional and Institutional
- M-RP Industrial Research Park
- M-S-GOL Service Industry Goleta
- M-1 Light Industry
- Other Use Categories**
- AG Agriculture
- REC Recreation
- RES Resource Management
- PC Public Works Utilities and Private Service Facilities
- TC Transportation Corridor
- Other Features**
- - - City of Goleta Boundary
- Coastal Zone Boundary
- Goleta Old Town Redevelopment Area
- City of Santa Barbara Boundary
- Creeks
- Fire Stations
- Elementary School
- Junior High School
- High School

Source: City of Goleta Zoning Map, November 2006.



**Table 4.9-3
Consistency with PRD Zone**

Section 35-223.1 – Purpose and Intent	
1. Promote flexibility and innovative design of residential development, to provide desirable aesthetic and efficient use of space and to preserve significant natural, scenic and cultural resources of a site.	Consistent: The Project's PRD zone meets the requirements stated under intent and purpose for the zone. It provides for a desirable aesthetic and efficient use of space for residential development while allowing preservation of significant natural resources (ESHA/SPAs) on the site.
2. Encourage clustering of structures to preserve the maximum amount of open space	Consistent: The Project clusters structures, preserving open space and allowing for the development of common area open space, the retention of ESHA area, the provision of SPA buffers, the provision of a public park and the provision of a public bicycle trail.
3. Allow for a diversity of housing types; and	Consistent: The Project includes a diversity of housing types including condominiums, town homes, single-family detached homes, and apartments.
4. Provide recreational opportunities for use by both residents of the site and the public	Consistent: The Project provides both private and public recreational opportunities.
Section 35-223-3 – Findings Required for Rezoning	
1. The property is of the type and character that is appropriate for a PRD Development in accordance with the purpose and intent set forth in Section 35-223.1	Affirmative Finding: As demonstrated above, The Project site is located in the Central Hollister Residential Development Area and is partially zoned for PRD development is of the type and character that is appropriate for PRD development.
2. The property is within a designated Urban Area as shown in the Land Use Element of the General Plan/Coastal Land Use Plan	Affirmative Finding: The property is located within the designed Central Hollister Residential Development Area, which is a designated Urban Use Area as shown on the General Plan Land Use Map.
3. The Property contains not less than ten acres, all of which is included in the Preliminary Development Plan.	Affirmative Finding: The property includes a total of 67 acres, of which 43.1 gross acres is proposed for PRD zoning.
4. The overall estimated population density that will result upon full development of the property under the PRD District is appropriate for such area and will not have a detrimental effect upon surrounding areas nor exceed the capacity of service and utility facilities in such surrounding area.	Affirmative Finding: The Project will be developed at a residential density of 14 du/net acre and <u>will</u> contain 465 units of residential development with a projected population of 1209, which is consistent with the development objectives of the Central Hollister Residential Area and the site's Land Use designation <u>for</u> of Medium Density Housing. As demonstrated by the Project EIR and General Plan Consistency Analysis, the Project will not exceed the capacity of service and utilities facilities in the surrounding area.
5. The proposed development is in conformance with the applicable policies of the GP/CLUP and this Article of the IZO.	Affirmative Finding: The Project is in conformance with the applicable policies of the GP/CLUP as demonstrated in the GP/CLUP Consistency Analysis above and the preceding analysis of consistency with Intent and Purpose of this Article or will be in conformance <u>with</u> of

	applicable Policies subject to pending, concurrently processing General Plan Amendments.
Section 35-223.5 – Specific Plans	
All development plans shall be in conformance with the Specific Plan for the Project Area	The Project includes the repeal of the Raytheon Specific Plan as the Specific Plan no longer performs any useful function. However, the Project does conform to the residential uses and density provided for in <u>the its Specific Plan's</u> last amendment in 2007.
Section 35-233.6 – Findings Required for Approval of Development Plans	
1. The density and type of the proposed development is in conformance with the PRD District and General Plan Policies	Affirmative Finding: See finding under Section 35-223-3 and 35-223-1 above
2. Adequate provision have been made within the proposed CC&Rs to establish permanent care and maintenance of public and common open spaces and recreational areas and facilities	Affirmative Finding: Appropriate agreements are included in the mitigation measures of the EIR and in the Development Agreement.
3. The buildings and structures are clustered to the maximum extent feasible to provide the maximum amount of contiguous open space	Affirmative Finding: See discussion under Section 35-223-1 Intent and Purpose (1-4)
Section 35-223-7 – Permitted Uses	
Residential units, recreational facilities, meeting rooms, common laundry facilities, home occupations.	Affirmative Finding: The Project provides for <u>these uses residential units, meeting rooms within the community building, common laundry rooms within the apartment complexes and allows home occupations subject to the applicable provisions of the City's Code.</u>
Section 35-223-12 Building Coverage	Consistent Finding: coverage does not exceed 30 percent of the net area, with 19.01 acres of common area open space covering 40 percent of the site. <u>Lot coverage may be increased pursuant to the Housing Element for construction the provision of affordable housing</u>
Section 35-223-13 Height Limit	Consistent Finding: No building exceeds 35 feet in height
Section 35-223-14 Parking	Consistent Finding: The Project provides off street parking at a ratio of 3:1.
Section 35-223-15 Streets	Consistency Finding: All streets are designed to City standards
Section 35-223.15 Open Space	Consistency Finding: The Project meets the standard for public and private open space and includes a public park, private recreational facilities, and a public bicycle path. Maintenance of these facilities is guaranteed through the Project's Development Agreement and EIR mitigation measures. An HOA will hold ownership of all common area open space
Section 35-223-17 Landscaping	Consistency Finding: Landscape shall be installed and maintained pursuant to the Development Plan. <u>A SPA is</u> are provided between the developed site and adjacent uses including ESHAs ranging in width from 50 feet to over 700

	<u>feet between Tecolotito Creek and the developed area of the site.</u>
Section 35-223-18 HOA	Consistency Finding: An HOA will be formed to maintain common area and enforce CC&Rs

Impact LU 4: Would the Project be consistent with the Development Standards of the IZO?

Significance Before Mitigation: Less Than Significant

The Development Standards of the IZO and the General Plan/Coastal Land Use Plan are consistent with one another. As demonstrated in the General Plan Consistency analysis, the Project would be consistent with the General Plan and therefore would also be consistent with the IZO Development Standards.

Adequacy of Parking Supply

Significance Before Mitigation: Less Than Significant

The following parking analysis provides a review of the Project's parking and the City's IZO parking requirements for residential land uses.

The Project would provide 4,413 1,108 parking spaces on the site, which more than satisfies exceeds the IZO parking requirement of 4,077 1,035 spaces.

Parking for single-family dwellings (i.e., 2-Pac and Alley-loaded units) would be provided as two-car garages and individual driveways and "on-street" parallel parking. Each of the units within the triplex, four-plex, and townhome buildings (which include between three, five, and six units each) would be provided with a two-car garage. Parking for the apartment buildings would be provided by perpendicular surface parking spaces at a ratio of two spaces per unit surrounding each of these buildings. Parking for the condominiums (e.g., podium flats) would be provided within subterranean parking garages at ratios of 1.5 space per unit for one bedroom, 2 spaces per unit for two bedroom and 2.5 spaces for three bedroom units located directly below each of the two buildings. In addition, 151 on street and other surface parking spaces along Village Drive will be provided. A 19-space parking lot located at the recreation center would be provided.

Parking requirements for the Project per the City's IZO are summarized in **Table 4.9-4**.

Table 4.9-4
IZO Parking Requirements and Project Parking

Residential Units	Size (No. Units)	IZO Parking Ratio Requirement	Spaces Required by IZO	Spaces Provided by Project	Project Parking Ratio
2-Pac	28	2 spaces per unit	56	56	2 spaces per unit
Alley Loaded	28	2 spaces per unit	56	56	2 spaces per unit
3-Plex: 2 Bedroom	54	2 spaces per unit	108	118.8	2.2 spaces per unit
4-Plex: 3-4 Bedroom	45	2.5 spaces per unit	112.5	121.5	2.7 spaces per unit

Residential Units	Size (No. Units)	IZO Parking Ratio- Requirement	Spaces Required- by IZO	Spaces- Provided by- Project	Project Parking Ratio
Townhome: 2- bedroom	24	2 spaces per unit	48	52.8	2.2 spaces per unit
Townhome: 3- bedroom	54	2.5 spaces per unit	135	145.8	2.7 spaces per unit
Visitor Parking- (subtotal)		1 space per 5 units	35.4	35.4	1 space per 5- dwelling units
Subtotal:			550.9	586.3	
Podium Flats	<u>88</u>				
1 Bedroom	6	1 spaces per unit	6	9	1.5 spaces per unit
2 Bedroom	66	2 spaces per unit	132	132	2 spaces per unit
3 Bedroom	16	2.5 spaces per- unit	40	40	2.5 spaces per unit
Visitor Parking- (subtotal)		1 space per 5- units	17	17 + 3 additional spaces in garage	1 space- per 5 units
		Subtotal:	195	201	
Affordable- Apartments	70				
1 Bedroom	14	1 spaces per unit	14	28	2 spaces per- dwelling unit
2 Bedroom	34	2 spaces per unit	62	62	2 spaces per- dwelling unit
3 Bedroom	25	2.5 spaces per- unit	62.5	50	2 spaces- per dwelling unit
		Subtotal:	138.5	140	
Market Rate- Apartments	74				
1 Bedroom	30	1 space per unit	30	36	1.2 spaces per- dwelling unit
2 Bedroom	38	2 spaces per unit	76	83.6	2.2 spaces per- dwelling unit
3 Bedroom	6	2.5 spaces per- unit	15	16.2	2.7 spaces per- dwelling unit
Visitor Parking		1 space per 5- units	14.8	14	1 space per 5 units
		Subtotal	135.8	149.8	
		Total Spaces	1,020.2 spaces	1,077.1 spaces	
*Calculations for spaces provided for Multi-Family: (garage spaces) + (visitor parking rate).					

**Table 4.9-4
IZO Parking Requirements and Project Parking**

<u>Residential Units</u>	<u>Size (No. Units)</u>	<u>IZO Parking Ratio Requirement</u>	<u>Spaces Required by IZO</u>	<u>Spaces Provided by Project</u>
<u>2-Pac</u>	<u>28</u>	<u>2 spaces per unit</u>	<u>56</u>	<u>=</u>
<u>Alley-Loaded</u>	<u>28</u>	<u>2 spaces per unit</u>	<u>56</u>	<u>=</u>
<u>3-Plex: 2 Bedroom</u>	<u>54</u>	<u>2 spaces per unit</u>	<u>108</u>	<u>=</u>
<u>4-Plex: 3-4 Bedroom</u>	<u>45</u>	<u>2.5 spaces per unit</u>	<u>113</u>	<u>=</u>
<u>Townhome: 2 bedroom</u>	<u>24</u>	<u>2 spaces per unit</u>	<u>48</u>	<u>=</u>
<u>Townhome: 3 bedroom</u>	<u>54</u>	<u>2.5 spaces per unit</u>	<u>135</u>	<u>=</u>
<u>Visitor Parking (subtotal)</u>		<u>1 space per 5 units</u>	<u>35</u>	<u>=</u>
		<u>Subtotal:</u>	<u>551</u>	<u>603</u>
<u>Podium Flats</u>	<u>88</u>			
<u>1 Bedroom</u>	<u>6</u>	<u>1 spaces per unit</u>	<u>6</u>	<u>=</u>
<u>2 Bedroom</u>	<u>66</u>	<u>2 spaces per unit</u>	<u>132</u>	<u>=</u>
<u>3 Bedroom</u>	<u>16</u>	<u>2.5 spaces per unit</u>	<u>40</u>	<u>=</u>
<u>Visitor Parking (subtotal)</u>		<u>1 space per 5 units</u>	<u>17</u>	<u>=</u>
		<u>Subtotal:</u>	<u>195</u>	<u>201</u>
<u>Affordable Apartments</u>	<u>70</u>			
<u>1 Bedroom</u>	<u>14</u>	<u>1 spaces per unit</u>	<u>14</u>	<u>=</u>
<u>2 Bedroom</u>	<u>31</u>	<u>2 spaces per unit</u>	<u>62</u>	<u>=</u>
<u>3 Bedroom</u>	<u>25</u>	<u>2.5 spaces per unit</u>	<u>63</u>	<u>=</u>
<u>Visitor Parking</u>		<u>1 space per 5 units</u>	<u>14</u>	<u>=</u>
		<u>Subtotal:</u>	<u>153</u>	<u>154</u>
<u>Market Rate Apartments</u>	<u>74</u>			
<u>1 Bedroom</u>	<u>30</u>	<u>1 space per unit</u>	<u>30</u>	<u>=</u>
<u>2 Bedroom</u>	<u>38</u>	<u>2 spaces per unit</u>	<u>76</u>	<u>=</u>
<u>3 Bedroom</u>	<u>6</u>	<u>2.5 spaces per unit</u>	<u>15</u>	<u>=</u>
<u>Visitor Parking</u>		<u>1 space per 5 units</u>	<u>15</u>	<u>=</u>
		<u>Subtotal</u>	<u>136</u>	<u>150</u>
		<u>Total Spaces</u>	<u>1,035</u>	<u>1,108</u>

^a Calculations for spaces provided for Multi-Family: (garage spaces) + (visitor parking rate).

The number of parking spaces provided by the Project exceeds the anticipated parking demand and IZO requirements. Therefore, the Project would not result in an adverse impact related to parking supply.

Consistency with Santa Barbara Municipal Airport Land Use Plan

Impact LU 5: The Project may conflict with the ALUP

Significance Before Mitigation: Potentially Significant

As described above, the Project site is located within the Airport Influence Area (AIA) around the SBA within which land uses could be influenced by airport-related noise and safety considerations. The southern boundary of the Project site is located approximately 0.40 mile from Runway 7/25. Runway 7/25 is 6,500 feet long and is considered a “Large Air Carrier Runway.” Based upon a typical depiction of the Large Air Carrier Runway and the related safety zones depicted and described within Figure 9L of the Caltrans Airport Land Use Planning Handbook (Caltrans Handbook), the Project is not located within a Santa Barbara Airport’s Safety Compatibility Zone.

Safety and noise are the two general areas of concern relative to the Project site’s location and are described below.

Safety

Current airport accident studies show that single-engine propeller aircraft, off-airport landing and takeoff accident locations tend to be clustered close to the runway ends or relatively near the extended runway centerline. There is a lower potential for accidents involving business-jet and air carrier aircraft, since these aircraft are generally able to fly with the loss of an engine to the nearest airport for a normal landing. The majority of landing accidents for twin-engine and other multi-engine airplanes, including general aviation jets, occur within 500 feet of the extended runway centerline. Takeoff accidents are widely scattered because of the diversity of departure directions. A greater percentage of accidents occur over 4,000 feet from the runway end under instrument flight rule (IFR) conditions when compared to accidents occurring under visual flight rule (VFR) conditions. Under both IFR and VFR conditions, accidents occurring over 4,000 feet from the runway are dispersed over a greater distance from the runway centerline than those occurring closer from the runway end.

There is a very low frequency of commercial aviation accidents. However, the consequences of an off-airport air carrier accident are potentially more devastating than single engine aircraft. The Caltrans Handbook studied the very low frequency of aircraft accidents and found that approximately two-thirds of aircraft accidents take place on an airport, a small percentage of aircraft accidents are en route accidents occurring more than 5 miles from an airport, and “29 percent of general aviation and 26 percent of commercial aviation accidents which can be classified as airport-vicinity accidents, potentially including some en route accidents which happened to take place within 5 miles of an airport” (page 8-8). Approximately 87 percent of air carrier accidents occur within 2 miles of an airport (including accidents that occur on the airport), and approximately 55 percent of air carrier accidents that occur within 2 miles of an airport result in a fatal or serious injury.

The Caltrans Handbook also shows that approximately 5 percent of air carrier takeoffs and 7 percent of air carrier landings accidents occur along the centerline of runways between 4,921 and 6,562 feet long, and approximately 5 percent of air carrier takeoffs and 7 percent of air carrier landings accidents occur between 984 and 1,148 feet perpendicular to the centerline of the runway. Accidents involving collisions with residences or other buildings are relatively rare. The Caltrans Handbook data show that 0.3 percent of all accidents involved residential buildings

and 0.4 percent of all accidents involved other buildings, and injuries to people on the ground (non-occupants) as a result of aircraft accidents occur even less frequently than collisions with buildings.

Given the Project site location within the Santa Barbara Municipal Airport's Airport Influence Area, and the potential hazards from low-altitude aircraft over-flights, the impact is considered potentially significant. ~~Consequently, it requires the~~ Property owners within low-altitude over-flight zones are required to grant an aviation easement to the City of Santa Barbara, the owner and operator of the airport. Mitigation Measure 5-1 requires the Permittee to grant an aviation easement. With the grant of an aviation easement, the Project's impacts relative to safety concerns of the ALUP would be less than significant (**Class II**).

Noise

As described in Section 4.10 Noise, the Project site is located north of the 60 dBA CNEL contour of SBA as shown in the ALUP and the City of Goleta Noise Element Figure 9-2. The General Plan projects a very small reduction in future noise levels from the airport, so the future 60 dBA CNEL noise contour is expected to be further from the Project site than depicted. Aircraft noise, both in terms of average and peak levels, does not measurably change the projected noise level or noise contour distances described above and is not considered to be a constraint to residential development ~~as proposed~~. Therefore, The Project would not be subject to unacceptable noise levels or conflict with ALUP noise policies and the impact ~~is~~ would be less than significant (**Class III**).

4.9.4 CUMULATIVE IMPACTS

Significance Before Mitigation: Less Than Significant

Significant cumulative visual resource and noise impacts resulting from the Project in combination with other projects in the area are not expected. As provided in Section 3.0 *Related Projects*, there are numerous pending development projects citywide that would contribute to the urbanization of the City. These areas have been predominantly identified in the General Plan as appropriate areas for growth. In the more immediate vicinity (i.e., 0.5 mile), nearby pending developments include the Willow Springs II 100-unit residential development, located immediately southeast of Los Carneros Road (increasing the number of residential units to 565 is currently under consideration), the 6,046 square-foot Sturgeon commercial building north of U.S. Highway 101, and the 80,989 square-foot Marriott Residence Inn located southeast of the Project site.

The Willow Springs development, Marriott Residence Inn, and Sturgeon building would continue the trend toward development of remaining vacant parcels in the Project area. These developments will be visible from public viewing places, including surrounding public roadways. When considered cumulatively, these projects will visually continue the "filling in" of undeveloped land and reduce views of undeveloped open space in the central portion of the City pursuant to the General Plan. ~~These projects, when considered cumulatively, would also similarly generate aesthetic impacts, which could cause cumulative degradation of the existing visual quality of the area and surroundings, if architectural treatments, mechanical equipment, utility infrastructure, night lighting, trash enclosures, and landscaping are not properly addressed.~~

The primary impacts associated with development of the City pursuant to the General Plan are addressed through the implementation of General Plan policies, through requirements imposed

by the GMC, including adopted building codes, by zoning restrictions, and by mitigation measures imposed on individual projects based on their site-specific impacts. ~~noise impacts associated with the cumulative setting are the result of noise generated by traffic, particularly for those developments located in proximity to the U.S. 101/UPRR corridor.~~

As discussed in Section 4.7 *Hazards and Hazardous Materials*, the Project would make result in a cumulatively considerable ~~significant~~ contribution to significant unavoidable cumulative impacts associated with introduction of increased development along major transportation corridors. The General Plan EIR identifies this as a significant unavoidable impact associated with Plan build-out of the General Plan. A Statement of Overriding ~~Impacts~~ Considerations was adopted for this impact along with adoption of the General Plan. Consistency with applicable plans and policies is generally assessed on an individual project basis. General land use patterns in the surrounding area are not expected to substantially change as a result of anticipated development. ~~Therefore, significant impacts related to land use compatibility under cumulative conditions are not expected~~

The Project will also have a significant and unavoidable Project-level and cumulative impact on solid waste.

With the exception of these impacts, the Project's contribution to cumulative impacts associated with the build-out of the General Plan would be less than considerable. ~~can be mitigated to a less than significant level. For this reason, the project would not make a cumulatively considerable contribution to impacts associated with the development of the City associated with implementation of the General Plan. (Class III).~~

4.9.5 MITIGATION MEASURES

Impact LU 2: The Project would result in consistency impacts with General Plan policies

Implementation of the mitigation measures identified in the following EIR Sections would address potential consistency issues associated with the Project and General Plan policies:

- Section 4.1 Aesthetic
- Section 4.2 Air Quality
- Section 4.3 Biological Resources
- Section 4.4 Cultural Resources
- Section 4.5 Geology and Soils
- Section 4.6 Greenhouse Gas Emissions
- Section 4.7 Hazards and Hazardous Materials
- Section 4.8 Hydrology and Water Quality
- Section 4.9 Land Use and Planning
- Section 4.10 Noise
- Section 4.11 Public Facilities
- Section 4.13 Transportation and Traffic
- Section 4.14 Utilities and Service Systems

Impact LU 5: The Project could result a conflict with the ALUP unless mitigated with an aviation easement.

LU 5-1: The Permittee must execute and record a deed restriction, in a form approved by the City Attorney, that acknowledges and assumes responsibility for airport safety 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. In addition, the applicant must record a Real Estate Disclosure notice informing potential owners, lessees, or renters that the subject property is within the Santa Barbara Municipal Airport's Airport Influence Area and is subject to potential hazards from low-altitude aircraft over flights.

Plan Requirements and Timing: The applicant must submit a copy of the recorded deed restriction and Real Estate Disclosure written to the satisfaction of Director of Planning and Environmental Review, or designee, ~~prior to~~ before the issuance of City issues residential building permits ~~before map recordation.~~

Monitoring: Director of Planning and Environmental Review, or designee, must verify compliance with this requirement, ~~prior to issuance of~~ before the City issues residential building permits ~~before final map recordation.~~

4.9.6 RESIDUAL IMPACTS

With implementation of the mitigation measures, potential land use compatibility impacts would be reduced to a less than significant level (**Class II**). With implementation of the mitigation measures listed for Impact LU-6, General Plan policy consistency impacts would be ~~reduced to~~ less than significant (**Class II**).