

APPENDIX I: GLOSSARY

This simple glossary contains a small working vocabulary and definitions for important or frequently encountered concepts contained in the Goleta Valley Community Plan. This glossary is limited to serving as a reference tool and does not adopt County definitions for use with the general plan.

Average Daily Trips or Average Daily Traffic

Average daily trips counts the total number of trips (origin to destination) made by vehicles or persons in a 24-hour period. Average daily traffic, and sometimes also mean daily traffic, is the average number of vehicles two-way passing a specific point in a 24-hour period, normally measured throughout a year.

Agritourism

Agritourism is a commercial enterprise at a working farm, ranch or agricultural operation conducted for the enjoyment or education of patrons or visitors, and that generates supplemental income for the owner.

Agricultural planned development (AgPD)

An AgPD is intended to encourage the protection of farming and the business of farming. This zoning district or code acknowledges that the impact of all regulatory mechanisms must be balanced against maintaining the farm owner's equity in order to preserve the vitality of the agricultural industry. It is the intent of the regulations to provide a system of zoning incentives and bonuses for development that provides substantial community benefits or amenities.

Under a potential AgPD rezoning, the farm owner and the County would enter into an agricultural easement under which the land will remain in agricultural production for a minimum duration. During this limited period while the easement remains in effect, the landowner will be granted specific density and open space set-asides percentages. While the easement remains in place, the County and the landowner could explore a number of preservation options, including purchase of development rights, transfer of development rights, outright acquisition, or a conservation opportunities subdivision.

Assessment District

An Assessment District is a special district formed by a local government agency (County, City, Water District, etc.) and includes property that will receive direct benefit from the construction of new public improvements or from the maintenance of existing public improvements. The most common types of public improvements financed include roads, sidewalks, sewer facilities and water facilities.

Bicycle Boulevards

A bicycle boulevard is a shared roadway which has been optimized for bicycle traffic. In contrast with other shared roadways, bicycle boulevards discourage cut-through motor vehicle traffic, but typically allow local motor vehicle traffic. They are designed to give priority to cyclists as through-going traffic.

Bicycle boulevards are designed to offer the advantages of cycling on shared arterials roadways that experienced cyclists typically value combined with the advantages of bicycle paths that appeal to would-be, inexperienced, or young riders. Thus, bicycle boulevards can be beneficial to both types of cyclists. Experienced cyclists can enjoy lower traffic without significant increases in trip time. For less experienced cyclists, bicycle boulevards can serve as "stepping stone" facilities that help them move from bicycle paths and trails onto shared roadways.

Bicycle boulevards use a variety of traffic calming elements to achieve a safe environment. For instance, diverters with bicycle cut-outs at mid-block allow motorists to enter the block in order to park or otherwise access a property, and allow cyclists to continue to the next block as well, but do not allow motorists to continue. Typically, these modifications are thought to calm traffic and improve pedestrian safety as well as encouraging bicycling.

The purpose of a bicycle boulevard is to improve bicycle safety and circulation by having or creating one or more of the following conditions:

- low traffic volumes (or bike lanes where traffic volumes are medium);
- discouragement of non-local motor vehicle traffic;
- free-flow travel for bikes by assigning the right-of-way to the bicycle boulevard at intersections wherever possible;
- traffic control to help bicycles cross major arterial roads; and
- a distinctive look and/or ambiance such that cyclists become aware of the existence of the bike boulevard and motorists are alerted that the roadway is a priority route for bicyclists.

Buffers

Buffers refer to a distance set between feature in the natural environment, i.e. construction from ESH, agricultural land use from riparian vegetation, development wetland, etc. Notably, a defined buffer shall apply on all sides of its primary feature. For example, if a development standard defines a 25ft buffer for creeks, this shall be clarified to mean 25ft buffered from the top of the creek bank on BOTH sides of the creek. A 25ft buffer does not mean a 25ft buffer space placed as a layer over the creek with the creek running through the middle, creating essentially a 12.5ft buffer on each side.

Commercial Design Guidelines

Adopted design guidelines and standards shape the character of commercial developments. The guidelines work in conjunction with the Community Plan and Zoning Ordinance to assist property

and business owners in understanding the desired commercial development features that define a community's character.

Areas often covered by the guidelines:

- Site layout
- Open space
- Preservation of natural features
- Pedestrian and vehicular circulation
- Landscaping
- Screening and transitions
- Lighting
- Building design

Community Garden

A community garden is a single piece of land gardened collectively by a group of people.

Connectivity

Connectivity refers to the directness of links and the density of connections in path or road network. A well-connected road or path network has many short links, numerous intersections, and minimal dead-ends (cul-de-sacs). As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations, creating a more Accessible and Resilient system.

Conservation Easement

A conservation easement is an encumbrance — sometimes including a transfer of usage rights (easement) — which creates a legally enforceable land preservation agreement between a landowner and a government agency (municipality, county, state, federal) or a qualified land protection organization (often called a "land trust"), for the purposes of conservation. It restricts real estate development, commercial and industrial uses, and certain other activities on a property to a mutually agreed upon level. The property remains the private property of the landowner.

County land acquisitions

The acquiring of land for some public purpose by government/government agency, as authorized by the law, from an individual landowner(s) after payment of a government fixed compensation in lieu of losses incurred by land owner(s) due to surrendering of the land to the concerned government agency.

Design Residential (DR)

Design Residential (DR) is an existing County Zoning Designation with the following requirements for private open space:

- Coastal Zone: Minimum 40% of net acreage for common/public usage
- Inland: Minimum 40% of net acreage for common usage
- Title to open space held by non-profit association
- Common space shall be handicap accessible
- Private space required in form of balcony or patio

Development (Inland)

“Any man-made change to improved or unimproved real property including but not limited to buildings or structures, mining, dredging, filling, grading, excavation, or drilling operations. Sand and gravel operations may be allowed in the same sense as flood control operations are allowed. Neither agricultural improvements nor oak tree removal are development within the meaning of this Element.”

Development (Coastal)

“On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z’berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511)”

Development Impact Fees (DIFs)

Development impact fees are one-time charges applied to offset the additional public-service costs of new development. They are usually applied at the time a building permit is issued and are dedicated to provision of additional services, such as water and sewer systems, roads, schools, libraries, and parks and recreation facilities, made necessary by the presence of new residents in the area. The funds collected cannot be used for operation, maintenance, repair, alteration, or replacement of existing capital facilities and cannot just be added to general revenue. They are essentially user fees levied in anticipation of use, expanding the capacity of existing services to handle additional demand. The amount of the fee must be clearly linked to the added service cost, not some arbitrary amount.

Energy efficient/green building techniques and technologies

Efficient energy use, sometimes simply called energy efficiency, is using less energy to provide the same level of energy service. An example would be insulating a home to use less heating and cooling energy to achieve the same temperature. Another example would be installing fluorescent lights and/or skylights instead of incandescent lights to attain the same level of illumination. Efficient energy use is achieved primarily by means of a more efficient technology or process rather than by changes in individual behavior.

Energy efficient buildings, industrial processes and transportation could reduce the world's energy needs in 2050 by one third, and help controlling global emissions of greenhouse gases, according to the International Energy Agency. Energy efficiency and renewable energy are said to be the “twin pillars” of sustainable energy policy.

Façade or Storefront Improvements to existing buildings

Projects or programs of private investments in high-quality superficial building improvements that contribute to the overall improvement of the look and feel of an existing structure. No change to site design, building layout, height, or scale of structure included as part of a façade improvement. Often façade improvement programs provide grants to aid private investment in streetscape and commercial district improvements.

Form-based code

A method of regulating development to achieve a specific urban form. Form-based codes create a predictable public realm primarily by controlling physical form, with a lesser focus on land use, through city or county regulations.

Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in Form-based codes, presented in both diagrams and words, are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development rather than only distinctions in land-use types. This is in contrast to conventional zoning's focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, traffic LOS) to the neglect of an integrated built form. Not to be confused with design guidelines or general statements of policy, Form-based codes are regulatory, not advisory.

Form-based codes are drafted to achieve a community vision based on time-tested forms of urbanism. Ultimately, a Form-based code is a tool; the quality of development outcomes is dependent on the quality and objectives of the community plan that a code implements.

Form-based codes commonly include the following elements:

- **Regulating Plan.** A plan or map of the regulated area designating the locations where different building form standards apply based on clear community intentions regarding the physical

character of the area being code.

- **Public Space Standards.** Specifications for the elements within the public realm (e.g., sidewalks, travel lanes, on-street parking, street trees, street furniture, etc.).
- **Building Form Standards.** Regulations controlling the configuration, features, and functions of buildings that define and shape the public realm.
- **Administration.** A clearly defined application and project review process.
- **Definitions.** A glossary to ensure the precise use of technical terms.

Form-based codes also sometimes include:

- **Architectural Standards.** Regulations controlling external architectural materials and quality.
- **Landscaping Standards.** Regulations controlling landscape design and plant materials on private property as they impact public spaces (e.g. regulations about parking lot screening and shading, maintaining sight lines, insuring unobstructed pedestrian movements, etc.).
- **Signage Standards.** Regulations controlling allowable signage sizes, materials, illumination, and placement.
- **Environmental Resource Standards.** Regulations controlling issues such as storm water drainage and infiltration, development on slopes, tree protection, solar access, etc.
- **Annotation.** Text and illustrations explaining the intentions of specific code provisions.

Green Infrastructure:

Strategically planned and managed networks of protected spaces, which collectively conserve ecosystem values and functions and provide ecological services of benefit to human and wildlife populations. Green infrastructure may include passive trails or non-motorized bike paths, open spaces, urban forestry, streetscapes, or farmlands.

Infill Development

Infill is the use of land within a built-up area for further construction. It focuses on the reuse and repositioning of obsolete or underutilized buildings and sites. Suburban infill describes the development of land in existing suburban areas that was left vacant during the development of the suburb. One exception to this is the practice of urban agriculture, in which land in the urban or suburban area is retained to grow food for local consumption.

Ingress and Egress

Ingress: 1) n. entrance. 2) n. the right to enter. 3) v. the act of entering. Often used in the combination "ingress and egress," which means entering and leaving, to describe one's rights to come and go under an easement over another's property.

Egress: n. way of departure. A word usually used in conjunction with "access" or "ingress."

Land trusts

See Conservation Easements

Legal second residential units and/or duplexes on existing residential properties

A dwelling unit on a permanent foundation that provides complete, independent living facilities for one or more persons in addition to the principal dwelling on the same lot. The residential second unit may either be an attached residential second unit or detached residential second unit.

1. Attached Residential Second Unit. A residential second unit that shares a common wall with the principal dwelling.
2. Detached Residential Second Unit. A residential second unit not attached to the principal dwelling by a common wall.

Low Impact Development (LID)

Low Impact Development (LID) is a new, comprehensive land planning and engineering design approach with a goal of maintaining and enhancing the pre-development hydrologic regime of urban and developing watersheds. LID can be applied to new development, redevelopment, or as retrofits to existing development. LID has been adapted to a range of land uses from high density ultra-urban settings to low density development.

LID is an approach to land development (or re-development) that works with nature to manage stormwater as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product. There are many practices that have been used to adhere to these principles such as bioretention facilities, rain gardens, vegetated rooftops, rain barrels, and permeable pavements. By implementing LID principles and practices, water can be managed in a way that reduces the impact of built areas and promotes the natural movement of water within an ecosystem or watershed. Applied on a broad scale, LID can maintain or restore a watershed's hydrologic and ecological functions.

Mixed-use development

Mixed-Use is more a reference to a *zoning district* that allows for a variety of uses within one district.

Mixed-use developments often combine residences and commercial spaces in the same building and provide community amenities, including plazas, outdoor seating/gathering areas, and providing access to open spaces and/or access to retail, services, parks and recreation opportunities, and transportation nodes and corridors (See Transit Oriented Development or Smart Growth)

Multi-family Residential Design Guidelines

Adopted design guidelines and standards shape the character of multi-family developments. The guidelines work in conjunction with the Community Plan and Zoning Ordinance to assist property and private developers in understanding the desired commercial development features that define a community's character.

Areas often covered by the guidelines:

- Site layout
- Open space
- Preservation of natural features
- Pedestrian and vehicular circulation
- Landscaping
- Screening and transitions
- Lighting
- Building design

Parking

An approach to neighborhood design contends that with proper design, undesirable neighborhood structures, such as large office, light industrial, and even "big box" retail buildings can be situated in a walkable urban neighborhood. Parking lots, the most prominent feature of conventional commercial districts, are accommodated to the side, the rear, and below new urban businesses to bring transportation facilities (sidewalks, bus stops, etc) closer to the destination. Also, the size of lots can be reduced through shared parking, on-street parking, and shifts to other modes of transportation.

Open space easements

See Conservation Easement

Planned Unit Development (PUD)

Planned Residential Development (PRD is an existing County Zoning Designation for residential developments with open spaces, recreation facilities, and other amenities for the public with the following requirements for public open space:

- Minimum 40% of gross acreage for common/public usage

- Consideration given to scenic, recreational, environmental habitat, historic, or cultural resources
- Commercial Recreational Facilities or Convenience Stores allowed for 200 units or more.

Pocket Parks

A pocket park, parkette or mini-park is a small park accessible to the general public. In some areas they are called miniparks or vest-pocket parks.

Pocket parks are frequently created on a single vacant building lot or on small, irregular pieces of land. They also may be created as a component of the public space requirement of large building projects.

Purchase of development rights (PDR)

PDR is a voluntary program, where a land trust or some other agency usually linked to local government, makes an offer to a landowner to buy the development rights on the parcel. The landowner is free to turn down the offer, or to try to negotiate a higher price. Once an agreement is made, a permanent deed restriction is placed on the property which restricts the type of activities that may take place on the land in perpetuity. In this way, a legally binding guarantee is achieved to ensure that the parcel will remain agricultural or as open (green) space forever. This is because the agency involved retires the development rights upon purchase. The deed restriction may also be referred to as a conservation easement, or, since most PDR programs are designed to preserve agricultural use, an agricultural conservation easement. As a result, PDR programs are occasionally called PACE programs (purchase of agricultural conservation easements).

Recycling/Yardwaste/Composting

In the interest of prolonging the life of the County's landfill, diversion of solid waste is a key component of local sustainability. To facilitate diversion of recyclable, yard waste, and compostable material from the landfill, land use and site planning can integrate facilities, such as container enclosures or gates, into the development plan to ensure these types of activities can occur during operation phases. These facilities can be planned for any land use, including residential, commercial, or industrial.

Redevelopment

Redevelopment is any new construction on a site that has pre-existing uses.

Restoration Plans

Sometimes as a condition of approval for a project or for other reasons, environment or habitat restoration is required. Environmental restoration involves many different approaches and technologies depending on the requirements of the situation. It can involve heavy equipment like cranes, graders, bulldozers, or excavators, and also hand processes like the planting of trees and

other vegetation. It can involve high-tech processes such as those applied in the careful environmental control required in fish-hatchery procedures. Today, computerized regulation is often being utilized in these processes. Computer-based mapping has also become an important dimension of restorative work, as has computer modeling.

In some situations, environmental restorative work is handled entirely by professionals working with skilled operators and technicians. In others, ordinary local community members ("laypeople") may do much of the work, acquiring skills as the project proceeds.

Revitalization

In the interest of economic sustainability and vibrant community neighborhoods, topics in revitalization include urban development, housing and zoning, public private partnerships, land use planning, and rural development. Other subjects featured include social capacity, community building, problem-solving studies, cultural rebirth, community renewal, reinvestment, wealth creation, grassroots organizing, neighborhood and park preservation, and resource maintenance. Timely issues such as affordable housing, suburban sprawl, gentrification, and sustainable development are also relevant in the interest of creating a strong local economy, environment, and community.

Smart Growth

The features that distinguish smart growth in a community vary from place to place. In general, smart growth invests time, attention, and resources in restoring community and vitality to center cities and older suburbs. New smart growth is more town-centered, is transit and pedestrian oriented, and has a greater mix of housing, commercial and retail uses. It also preserves open space and many other environmental amenities.

Smart Growth Principles:

- Create Range of Housing Opportunities and Choices
- Providing quality housing for people of all income levels is an integral component in any smart growth strategy.
- Create Walkable Neighborhoods
- Walkable communities are desirable places to live, work, learn, worship and play, and therefore a key component of smart growth.
- Encourage Community and Stakeholder Collaboration
- Growth can create great places to live, work and play -- if it responds to a community's own sense of how and where it wants to grow.
- Foster Distinctive, Attractive Communities with a Strong Sense of Place
- Smart growth encourages communities to craft a vision and set standards for development and construction which respond to community values of architectural beauty and distinctiveness, as well as expanded choices in housing and transportation.
- Make Development Decisions Predictable, Fair and Cost Effective

- For a community to be successful in implementing smart growth, it must be embraced by the private sector.
- Mix Land Uses
- Smart growth supports the integration of mixed land uses into communities as a critical component of achieving better places to live.
- Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
- Open space preservation supports smart growth goals by bolstering local economies, preserving critical environmental areas, improving our communities' quality of life, and guiding new growth into existing communities.
- Provide a Variety of Transportation Choices
- Providing people with more choices in housing, shopping, communities, and transportation is a key aim of smart growth.
- Strengthen and Direct Development towards Existing Communities
- Smart growth directs development towards existing communities already served by infrastructure, seeking to utilize the resources that existing neighborhoods offer, and conserve open space and irreplaceable natural resources on the urban fringe.
- Take Advantage of Compact Building Design
- Smart growth provides a means for communities to incorporate more compact building design as an alternative to conventional, land consumptive development.

Sensitive Receptor

Sensitive receptors are uses or populations that are considered in relation to with noise and air pollution generation. Generally, sensitive receptors are residential areas, churches, schools, recreation areas, etc...

Setbacks

Setbacks refer to a distance set between features of the built environment, i.e. houses from streets, property lines from habitat buffers, houses from each other, etc.

Specific Plan

Specific plans continue to function as versatile tools for implementing general plans without substantial legal challenge to the nature of their use. They systematically implement the general plan for all or part of the area under its scope in any of three ways: 1) by acting as statements of planning policy that refine the general plan policies applicable to a defined area, 2) by directly regulating land use, or 3) by bringing together detailed policies and regulations into a focused development scheme.

The use of specific plans, in many cases, has gone beyond the original legislative intent and incorporated detailed development plans with environmental policies, programs and goals to create defined areas which are functional, livable, and affordable and which offer the sense of place commonly envisioned in the creation of the general plan. Although specific plans are being

used for projects ranging from "new towns" to manufacturing and warehousing developments, there remain many basic uncertainties about what a specific plan is, how it functions, its relationship to the implementation of the general plan, and the extent of its powers.

Streetscape, medians, and public space improvements

Streetscape programs improve the look, feel and function of public roadways, bikeways, and transit facilities. See also Traffic Calming.

Traffic calming

Definitions of traffic calming vary, but they all share the goal of reducing vehicle speeds, improving safety, and enhancing quality of life. Some include all three "Es," traffic education, enforcement, and engineering. Most definitions focus on engineering measures to change driver behavior. Some focus on engineering measures that compel drivers to slow down, excluding those that use barriers to divert traffic. Traffic calming measure can be active, such as roundabouts, speed bumps, speed humps, signals, stop signs, etc, or passive, such as streetscapes, curb cuts, bulb outs, medians, etc.

Transfer of development rights (TDR)

Local governments undertake transfer of development rights (TDR) programs to use the market to implement and pay for development density and location decisions. TDR programs allow landowners to sever development rights from properties in government-designated low-density areas, and sell them to purchasers who want to increase the density of development in areas that local governments have selected as higher density areas.

Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) is the total number of miles driven by all vehicles within a given time period and geographic area. It is used by regional transportation and environmental agencies for planning purposes. VMT is influenced by factors such as population, age distribution, and the number of vehicles per household. However, the greatest factor by far is how land uses are arranged.