



**COUNTY OF SANTA BARBARA  
PLANNING AND DEVELOPMENT  
LONG RANGE PLANNING DIVISION  
MEMORANDUM**

Date: October 1, 2010

To: Chair Cecilia Brown and Members of the Planning Commission

From: Bret McNulty, Planner

CC: Glenn Russell, Ph.D., Director, Planning & Development Department  
Vicki Parker, Deputy Director  
David Lackie, Supervising Planner  
Christopher Wrather, Chair, Los Alamos Planning Advisory Committee

Subject: **Los Alamos Community Plan Update  
October 13, 2010 Planning Commission Hearing**

**1. Introduction**

The Planning Commission continued their August 11, 2010 hearing on the Los Alamos Community Plan update to provide staff additional time to address parking related questions raised during the hearing by Commissioner Blough and provide Laurie Tamura of Urban Planning Concepts Inc. further opportunity to provide comments to staff. This memo summarizes staff answers to the parking related questions and Ms. Tamura's comments.

**2. Parking Questions**

*Will on-street parking supply be adequate to accommodate mixed use development in the CM-LA zone?*

The Bell Street Corridor Parking Study prepared for the LACP EIR identified 479 existing on-street parking spaces available within the CM-LA zone. Striping of angled parking along cross streets one block north and south of Bell Street would add an additional 211 spaces. Existing on-street parking along the north side of Waite Street was not included in the EIR parking study, but conservatively would add an additional 40 spaces to the existing parking inventory, bringing the total supply with future angled parking to  $(479+211+40) = 730$  spaces (Attachment A).

The LACP EIR estimated total off-street parking demand between 655 and 906 spaces.<sup>1</sup> The high end of this range assumes the entire CM-LA zone would buildout with high parking demand uses (e.g., office/professional – 1 space per 300 sf). Staff re-evaluated the parking study and determined that (1) space per 500 sf is a more realistic parking demand standard since the majority of new development in the CM-LA zone will likely be in the categories of Retail Business and General Commercial. Staff acknowledges that uses with higher and lower parking demand such as restaurants and offices (one (1) space per 300 sf) and furniture or hardware stores (one (1) space per 1,000 sf) will also be developed however to a lesser extent.

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<sup>1</sup> Final Los Alamos Community Plan EIR, page 4.9-17.

Analysis of the CM-LA on-street parking demand is based on the Inland Residential and Non-Residential parking requirements in Land Use and Development Code (LUDC) Section 35.36.070 summarized in Table 1.

<b>Table 1: CM-LA Parking and Buildout</b>	
<b>LUDC Parking Requirements</b>	
<b>Non-Residential Uses</b>	
<ul style="list-style-type: none"> <li>• <b>Retail businesses and General Commercial</b> <ul style="list-style-type: none"> <li>- One (1) space for each 500 sf of gross floor area.</li> </ul> </li> <li>• <b>Retail Trade – Furniture, hardware, appliance stores</b> <ul style="list-style-type: none"> <li>- One (1) space for each 1,000 sf of gross floor area.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• <b>Restaurant/Cafes</b> <ul style="list-style-type: none"> <li>- One (1) space for each 300 sf of patron service area and 1 space for every 2 employees.</li> </ul> </li> <li>• <b>Professional Offices</b> <ul style="list-style-type: none"> <li>- One (1) space for each 300 sf of gross floor area.</li> </ul> </li> </ul>
<b>Residential Use</b>	
<ul style="list-style-type: none"> <li>• Minimum one (1) parking space per residential unit (two or fewer bedrooms).</li> </ul>	

The proposed CM-LA zone district allows residential projects with two (2) or fewer units to meet their parking requirements off-site. The EIR projected that 277 of 288 potential residential units would be two (2) or fewer units (277 on-street spaces), assuming that the off-street parking incentive would result in a heightened demand for these units.

The additional 188,550 square feet of commercial uses would require 378 on-street parking spaces for a total on-street parking demand of  $(277 + 378) = 655$  spaces. Therefore, the future supply of on-street parking in the CM-LA zone district (730 spaces) is adequate to accommodate parking demand. The EIR also assumed that all new commercial uses in the CM-LA would meet their parking requirements through on-street parking.<sup>2</sup>

***Will the pace of future growth create on-street parking supply/funding problems?***

To determine when buildout would occur, three development scenarios were examined using low (1%), moderate (2%), and robust (3%) annual growth rates. Even at a high growth rate of 3%, there is sufficient existing on-street parking to support projected CM-LA development through 2033 without the need to re-stripe for angled parking. (Attachment B). Although, it is not likely that growth rates would be sustained at this level throughout the period.

<sup>2</sup> CM-LA commercial parking standard provides that on-site parking is not required.

The timing of on-street capacity under the three growth scenarios is summarized in Table 2 below.

Table 2: CM-LA On-Street Parking Demand			
Existing On-Street Parking 479 spaces	Annual Rate/Year Reached		
	1% Growth	2% Growth	3% Growth
50% capacity (240 spaces)	2040	2025	2020
100% capacity	2095	2052	2033

***Should an in-lieu fee be charged to pay for the new on-street parking?***

DevStd CIRC-LA-1.6.1 identifies 50% of building capacity as the trigger for funding and installing angled parking. The Planning Commission questioned if this trigger was too far down the road to capture funding from initial development if an in-lieu parking fee is pursued.

Staff anticipates the community and business owners will want to plan for angled parking sooner than the 50% capacity trigger because angled parking also serves as an amenity which complements the small town character of Los Alamos. Anticipating this desire, staff recommends DevStd CIRC-LA-1.6.1 be deleted and replaced with a new Action CIRC-LA-1.6.1 (see below).

One of the highest priority implementation measures in the Plan is preparation of the pedestrian circulation plan (Action CIRC-LA-1.5.1). The proposed on-street parking plan could be prepared at the same time as the pedestrian plan to ensure coordination of the two planning efforts and include an angled parking phasing/priority schedule. The plan could also study the feasibility and practicality of an in-lieu parking fee since striping for angled parking cannot be funded using road impact fees. Therefore, other funding must be used such as a potential in-lieu fee. In Old Town Orcutt, the restriping plan was completed in conjunction with the scheduled asphalt resurfacing project which kept costs very low.

Staff is not recommending that an in lieu fee be established at this time concurrent with Plan adoption. Rather, staff is recommending that funding options, including a potential in-lieu fee, be investigated as part of the newly proposed Action CIRC-LA-1.6.1. The Action could include a timing trigger for plan preparation (e.g., within two years of LACP adoption) to inform the community and affected property owners that an in lieu fee may be established in the future.

**Recommendation #1:**

Delete Dev Std CIRC-LA-1.6.1 and replace with new Action CIRC-LA-1.6.1

~~Dev Std CIRC LA 1.6.1: The County shall pursue funding and installation of angled parking along the cross streets one block north and south of Bell Street when development~~

~~with the CM-LA zone district reaches 50% building capacity in order to meet future parking needs.~~

New **Action CIRC-LA-1.6.1:** The County Planning and Development and Public Works Departments shall prepare an On-Street Parking Plan for the CM-LA zone district. The parking plan shall establish ultimate road rights-of-way and angled parking configurations for each street identified on Figure \_\_\_\_\_ and identify drainage and utility placements. The parking plan shall include a phasing program for installation of angled parking. The plan should also evaluate the feasibility of an in-lieu fee parking program to off-set costs for installing angle parking in the CM-LA zone district. The On-Street Parking Plan shall reinforce the community's informal, rural character and be prepared concurrent to the Pedestrian Circulation Plan. See Action CIRC-LA-1.5.1.

#### Recommendation #2:

Delete Action CIRC-LA-1.6.2. The revised parking supply/demand information indicates existing on-street and future angled parking will be adequate to meet projected parking demand. Therefore, the purchase of land and improvements for a satellite parking lot will not be required.

~~**Action CIRC-LA-1.6.2:** The County shall pursue development of additional parking capacity, such as parking lots when development reaches 90% of on-street parking capacity within the CM-LA zone district.~~

### **3. Urban Planning Concepts Comment Letter**

Laurie Tamura, Principal with Urban Planning Concepts Inc., submitted a comment letter to Planning Commission Chair Cecilia Brown on August 25, 2010 (Attachment E). Staff reviewed Ms. Tamura's comments and met with her on September 22, 2010 to discuss suggested revisions to the draft Plan and proposed LUDC amendments.

Attachment C includes staff recommended revisions to the draft Los Alamos Community Plan and proposed LUDC amendments. Staff requests the Planning Commission consider the suggested revisions and provide direction to staff on any changes or modifications. The revisions respond to on-street parking questions raised by the Planning Commission as well as comments addressed in Ms. Tamura's letter. Below is a topical summary of the issues raised in Ms. Tamura's letter.

#### **A. Draft Plan Policy Amendments Revisions**

*Comments from Ms. Tamura assert that air quality and greenhouse gas (GHG) standards impose overly strict requirements on ministerial projects and that many items are redundant with development standards enforced through other planning processes.*

Staff reviewed County standard conditions, Air Pollution Control District standards, and the greenhouse gas standards adopted by the Board of Supervisors for the Santa Ynez Community Plan. Staff is recommending revisions to eliminate redundant standards and clarify requirements

applicable in Los Alamos. The proposed revisions are items 18 through 21 in Attachment C (page 6).

***Requests that biological resource policies and development standards requiring creek buffers not apply to Calaveras Creek in the urban boundary, and tree protection development standards not apply to properties along Bell Street.***

Options for establishing off-site mitigation on properties owned by the Los Alamos Community Services District for oak tree removals in the CM-LA district are being explored. These policies already include provisions that allow buffers to be changed on a case-by-case basis so as not to deprive property owners the reasonable development of their parcels. Edits to three development standards are recommended to clarify the applicability of buffer and tree removal requirements to development in the Plan Area and provide for potential off-site plantings should onsite preservation and replanting prove infeasible. The revisions are items 23 through 26 in Attachment C (page 9).

***Comments from Ms. Tamura assert that flood control and clean water policies applied to the small lots and properties in the designated floodway preclude development. Specifically, an unwritten policy requiring each project to construct a drain pipe to San Antonio Creek will stop development from occurring.***

Staff previously addressed this concern during the Plan update by revising the flood control and water quality requirements applicable in the CM-LA and removing Policy FLD-LA-1.3 from the Plan. Staff met with Flood Control and Clean Water Program staff to review Ms. Tamura's recent letter and reaffirmed that the policies in the Plan update were sufficient to relax development standards in the CM-LA zone, however it was agreed that adding additional clarifying language to two policies would improve communicating their intent.

Staff recommends revisions to the flood policies to further clarify how changes to the development standards in the CM-LA relax permitting requirements and the previous requirement to drain to San Antonio Creek was eliminated. The revisions are items 27 through 30 in Attachment C (page 12).

***Requests that noise policy be reworded to be a positive statement and that outdoor living areas be allowed exposed to higher noise levels.***

Staff recommends a revision to allow for noise levels to exceed the outdoor living areas standard as long as findings that interior living spaces remain at regulatory levels and that property owners are notified of potential noise exposure. The revision is item 31 in Attachment C (page 12).

***Editorial comments from Ms Tamura***

Staff identified 12 additional minor policy text revisions that will serve to clarify and improve implementation of the Plan. The revisions to policies are listed as items 2, 5, 6, 7, 11, 12, 13, 14, 15, and 20 in the table in Attachment C. Staff recommends deleting the Affordable Housing (AH) Overlay from properties that developed as a residential single family subdivision without utilizing the density bonus available under the AH overlay. This item is listed as item M-1 in Attachment C (page 1).

## **B. LUDC Amendments**

Comments on the Land Use and Development Code amendments include:

*The comment letter suggests expanding allowable uses list and downshifting permit requirements from MCUP to Permitted for certain uses.*

The allowable uses were selected by the LAPAC during the Plan update process. Ms. Tamura suggested additional potential uses which could be added to the CM-LA zone. Staff recommended LUDC changes are included in the use table on pages 3 and 4 in Attachment D.

### **Attachments**

- A. Los Alamos Bell Street Corridor On-Street Parking Study, Santa Barbara County. 2010.
- B. Los Alamos Parking Supply/Demand Projections- CM-LA Zone.
- C. Draft LACP Revisions.
- D. Draft LUDC Amendments -Table 2-15 Revisions.
- E. Urban Planning Concepts Comment Letter, August 25, 2010.

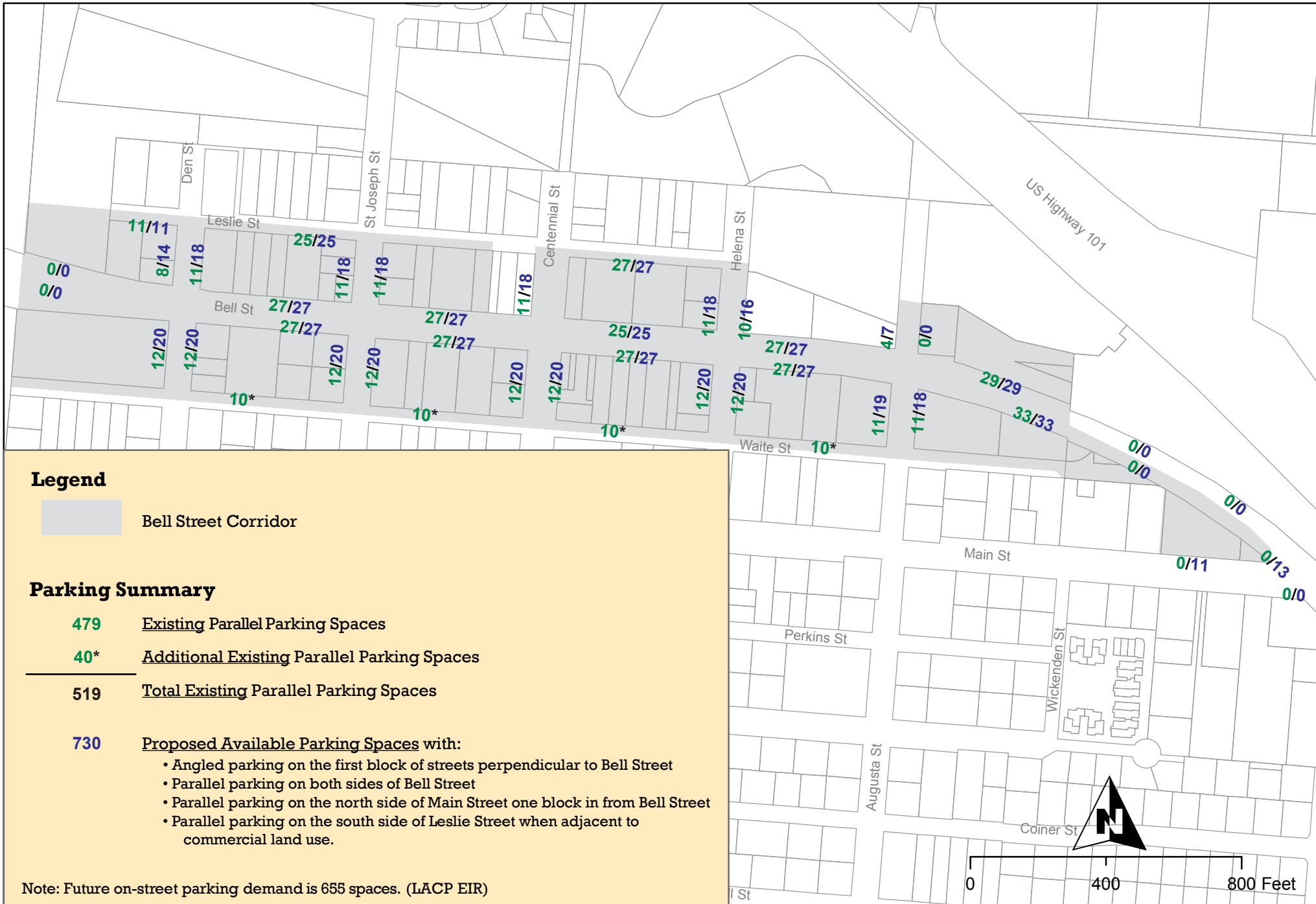
**Attachment B**

**Los Alamos Parking Supply/Demand Projections  
CM-LA Zone**

# Los Alamos Bell Street Corridor On-Street Parking Study

Existing Parallel Parking Counts with Proposed Angled Parking on Side Streets

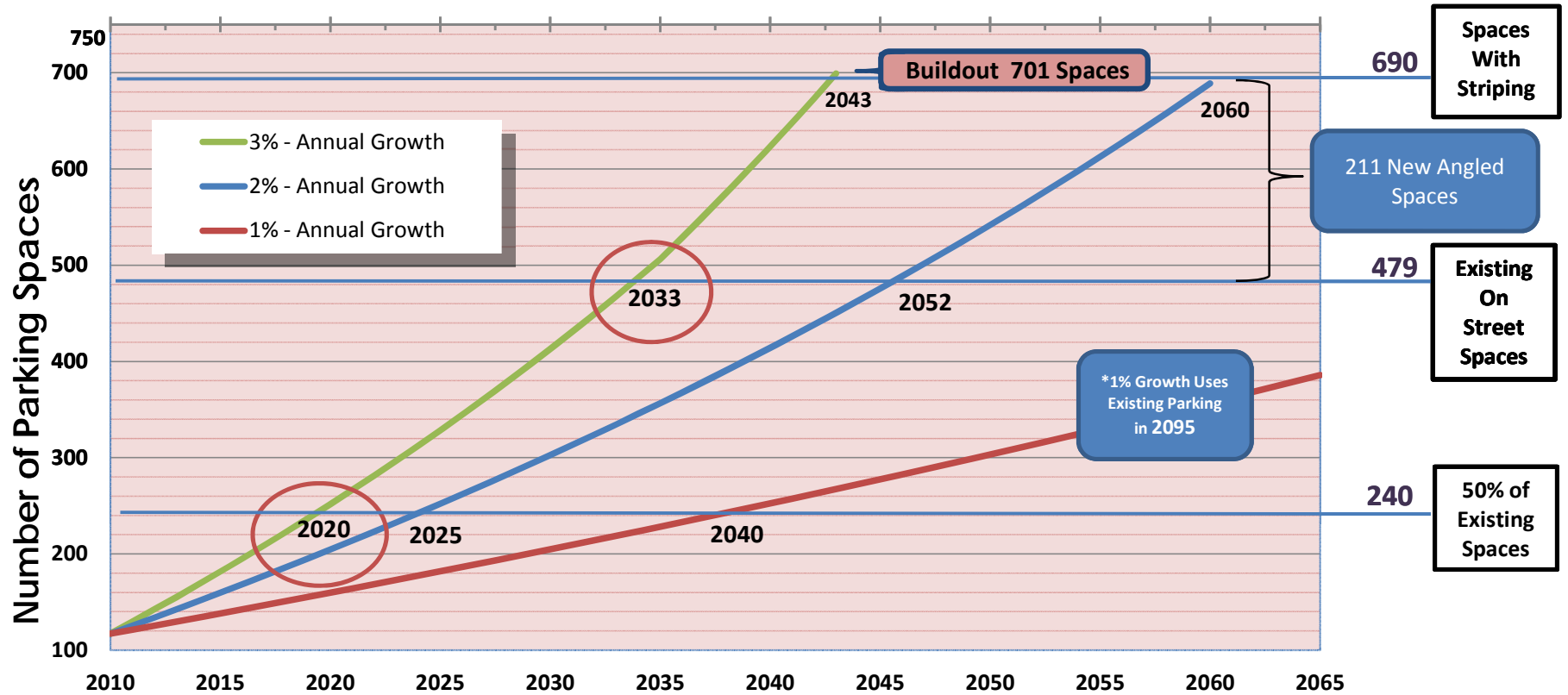
Revised 09/27/10



**Attachment A**

**Los Alamos Bell Street Corridor On-Street Parking Study.  
Santa Barbara County, 2010**

## Attachment B. Los Alamos Parking Supply/Demand - CM-LA Zone



Existing On-Street Parking	479 Spaces	<b>Year</b>
Additional Angled Spaces	211 Spaces	
•Study Area On-Street Supply	690 Spaces	
•Parking on Waite Street	40 Spaces	
•Parking Demand at Buildout	701 Spaces	

Source: Los Alamos Community Plan Final EIR, Table 2-2, Santa Barbara County LUDC

**Attachment C**

**Draft LACP Revisions**

#	Plan Page Number	Draft LACP Update (July 2010)	Revised/New Policy
M-1	Page 37	<b>Figure 6 – Zoning Overlays</b>	Revise map to remove portion of Affordable Housing (AH) Overlay that developed with residential uses that did not utilize the available AH density.
M-2	Page 39	<b>Figure 7 – Affordable Housing Overlay</b>	Remove redundant map.
A.	Page 43	<p><b>Policy LU-LA-1.1:</b> In order to preserve surrounding agricultural lands and the rural character of Los Alamos, the County shall not support an extension of the urban boundary line unless:</p> <ol style="list-style-type: none"> <li>1. The extension is proposed as part of an update to this Community Plan.</li> <li>2. For extensions pursuant to 1, the update of the Community Plan or other comprehensive review has first considered the inventory of all available vacant or underdeveloped land within the entire urban boundary and has considered the feasibility of changing land use designations and/or zoning on land within the urban boundary and west of Highway 101 to accommodate the desired additional growth;</li> <li>3. The extension does not include parcels which are under Williamson Act contracts (including parcels which have filed for non-renewal of a Williamson Act contract); and</li> <li>4. A finding can be made that the capacity of urban services (e.g., sewer, water) is sufficient to serve</li> </ol>	<p><b>Policy LU-LA-1.1:</b> In order to preserve surrounding agricultural lands and the rural character of Los Alamos, the County shall not support an extension of the urban boundary line unless:</p> <ol style="list-style-type: none"> <li>1. The extension is proposed as part of an update to this Community Plan.</li> <li>2. For extensions pursuant to 1, the update of the Community Plan or other comprehensive review has first considered the inventory of all available vacant or underdeveloped land within the entire urban boundary and has considered the feasibility of changing land use designations and/or zoning on land within the urban boundary and west of Highway 101 to accommodate the desired additional growth;</li> <li>3. The extension does not include parcels which are under Williamson Act contracts (including parcels which have filed for non-renewal of a Williamson Act contract); and</li> <li>4. A finding can be made that the capacity of urban services (e.g., sewer, water) is sufficient to serve potential <del>urban</del> development in the extension area.</li> </ol>

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		potential urban development in the extension area.	
1.	Page 44	<b>Action LUR-LA-1.1.2:</b> The County will rezone properties along Bell Street to allow residential uses in conjunction with commercial development as specified in the Bell Street Form-Based Code.	<b>Action will be deleted in final version of the Plan after Board of Supervisors adoption.</b>
2.	Page 44	<b>Dev Std LUR-LA-2.2.1:</b> Residential development located on the far western end of Bell Street, within the CM-LA zone, shall be set back at least 100 feet from parcels zoned for agriculture. If the residential development is part of a multi-parcel development concept, the agricultural buffer setback shall be established by Planning and Development during project design.	<b>Dev Std LUR-LA-2.2.1:</b> Residential development located on the far western end of Bell Street, within the CM-LA zone, shall be set back at least 100 feet from parcels zoned for agriculture. If the residential development is part of a multi-parcel development concept <u>or the project design demonstrates other adequate buffering,</u> the agricultural buffer setback shall be established by Planning and Development during project design.
3.	Page 45	<b>DevStd LUR-LA-2.2.2:</b> Fencing or an earthen berm shall be installed along property lines contiguous to agricultural operations, unless a waiver to the satisfaction of Planning & Development is obtained from the adjacent property owner(s). Said fencing shall be designed, installed and maintained by the residential property owner to protect agricultural land from residential intrusion for the life of the project and to protect residences from agricultural dust or herbicides/pesticides. The fencing, subject to Planning & Development design approval, shall consist of a solid wood type fence unless alternative acceptable fencing is approved by Planning & Development. The fence shall be a minimum six (6) feet high.	<b>DevStd LUR-LA-2.2.2:</b> Fencing or <del>landscaping an earthen berm</del> shall be installed along property lines contiguous to agricultural operations, unless a waiver to the satisfaction of Planning & Development is obtained from the adjacent property owner(s). Said fencing <u>or landscaping</u> shall be designed, installed and maintained by the residential property owner to protect agricultural land from residential intrusion for the life of the project and to protect residences from agricultural dust or herbicides/pesticides. The fencing, subject to Planning & Development design approval, shall consist of a solid wood type fence unless alternative acceptable fencing is approved by Planning & Development. The fence shall be a minimum six (6) feet high.

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4.	Page 45	<b>Policy LUR-LA-3.1:</b> In order to provide additional housing opportunities, renovation of existing substandard units shall be encouraged.	<b>Policy LUR-LA-3.1:</b> In order to provide <del>additional</del> —housing opportunities <u>in addition to those in the CM-LA zone district</u> , renovation of existing substandard units shall be encouraged.
5.	Page 46	<b>Policy LUC-LA-2.1:</b> New commercial development (both local and visitor-serving) shall be encouraged directly along the Bell Street corridor. Renovation and/or expansion of existing local-serving uses in this commercial core shall be encouraged.	<b>Policy LUC-LA-2.1:</b> New commercial <u>mixed use</u> development (both local and visitor-serving) shall be encouraged directly along the Bell Street corridor. Renovation and/or expansion of existing local-serving uses in this commercial core shall be encouraged.
6.	Page 46	<b>Policy LUC-LA-2.2:</b> Mixed uses are encouraged in the Bell Street Corridor.	<del><b>Policy LUC-LA-2.2:</b> Mixed uses are encouraged in the Bell Street Corridor.</del>
7.	Page 46	<b>Policy LUC-LA-2.3:</b> Residential uses in the CM-LA Zone District shall be allowed as a primary use.	<b>Policy LUC-LA-2.23:</b> Residential uses in the CM-LA Zone District shall be allowed as a primary use, <u>subject to the provisions of the County Land Use and Development Code.</u>
8.	Page 46	<b>Policy LUC-LA-2.4:</b> Priority use of excess public road right-of-way, within two blocks north and south of Bell Street, shall be for enhancing public parking capacity; pedestrian access and circulation; storm water quality and drainage improvements; or other public benefits consistent with the LACP. Public Works and Planning & Development shall review all right-of-way abandonment requests and make said findings that no public benefit is available prior to approval of said abandonment. <i>See Policy CIRC-LA-1.3.</i>	<b>Policy LUC-LA-2.34:</b> Priority use of excess public road right-of-way, within two blocks north and south of Bell Street, shall be for enhancing public parking capacity; pedestrian access and circulation; storm water quality and drainage improvements; or other public benefits consistent with the LACP. Public Works and Planning & Development shall review all right-of-way abandonment requests and make said findings that no public benefit is available prior to approval of said abandonment. <i>See Policy CIRC-LA-1.3-2.1</i>
9.	Page 49	<b>Policy SERV-LA-1.3:</b> The County shall encourage developers to use innovative measures such as but not limited to payment of development impact fees; direct public service facility improvements; creation of public service facility benefit assessment districts etc., to mitigate and/or address the public service impacts from their	<b>Policy SERV-LA-1.3:</b> The County shall encourage developers to use innovative measures such as but not limited to payment of development impact fees; direct public service facility improvements; creation of public service facility benefit assessment districts etc., to mitigate and/or address the public service impacts from their developments, <u>in addition to standard in-lieu fees.</u>

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		developments, in addition to standard in-lieu fees.	
B.	Page 49	<b>Policy SERV-LA-1.4:</b> The County shall not support public service extensions (e.g., wastewater, water) outside the Urban Boundary, except as specified in Policy LU-LA-1.1 except for public purpose such as a fire station.	<b>Policy SERV-LA-1.4:</b> The County shall not support public service extensions (e.g., wastewater, water) outside the Urban Boundary, except as specified in Policy LU-LA-1.1 <u>(4)</u> except for public purpose such as a fire station.
10.		<b>None</b>	<b>Policy SERV-LA-1.5:</b> <u>The County shall support community efforts to bring library services and facilities (e.g., book mobile, branch) to Los Alamos.</u>
11	Page 60	<b>Action CIRC-LA-1.2.2:</b> The County shall consider amending the Circulation Element to include intersection standards for unsignalized intersections.	<b>Action CIRC-LA-1.2.2:</b> The County shall consider amending the <u>Los Alamos Community Plan</u> Circulation Element to include intersection standards for unsignalized intersections.
12.	Page 60	<b>Policy CIRC-LA-1.2:</b> The County shall regularly monitor the operating conditions of designated roadways and intersections in Los Alamos. If traffic on any roadway or intersection is found to exceed the acceptable capacity level defined by this community plan, the County shall reevaluate, and if necessary, amend the community plan in order to reestablish the balance between allowable land uses and acceptable roadway and intersection operation. This reevaluation should include, but not be limited to: <ul style="list-style-type: none"> <li>• Re-designating roadways and/or intersections to a different classification;</li> <li>• Reconsidering proposed land uses to alter traffic generation rates, circulation patterns, etc.; and,</li> <li>• Changes to the County's Capital Improvement Program including reevaluation of alternative modes of transportation.</li> </ul>	<b>Policy CIRC-LA-1.2:</b> <u>The minimally acceptable Level of Service (LOS) on roadway segments and intersections in the Los Alamos Planning Area is "C".</u> The County shall regularly monitor the operating conditions of designated roadways and intersections in Los Alamos. If traffic on any roadway or intersection is found to exceed the acceptable capacity level defined by this community plan, the County shall reevaluate, and if necessary, amend the community plan in order to reestablish the balance between allowable land uses and acceptable roadway and intersection operation. This reevaluation should include, but not be limited to: <ul style="list-style-type: none"> <li>• Re-designating roadways and/or intersections to a different classification;</li> <li>• Reconsidering proposed land uses to alter traffic generation rates, circulation patterns, etc.; and,</li> <li>• Changes to the County's Capital Improvement Program including reevaluation of alternative modes of transportation.</li> </ul>

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13.		<b>Policy CIRC-LA-1.4:</b> The minimally acceptable Level of Service (LOS) on roadway segments and intersections in the Los Alamos Planning Area is "C".	<del>Policy CIRC-LA-1.4: The minimally acceptable Level of Service (LOS) on roadway segments and intersections in the Los Alamos Planning Area is "C".</del>
14.	Page 61	Policy CIRC-LA-1.5: New development fronting Bell Street shall incorporate curb, gutter, and sidewalks consistent with the Bell Street Design Guidelines (e.g, walkways, boardwalks). Walkways along County roads perpendicular to Bell Street, within the CM-LA zone, shall be designed to integrate seamlessly with pedestrian walkways along Bell Street, and should incorporate permeable paving to the extent feasible. Curb and gutter may be required to achieve adequate drainage.	Policy CIRC-LA-1. <del>4</del> 5: New development fronting Bell Street shall incorporate curb, gutter, and sidewalks consistent with the Bell Street Design Guidelines (e.g, walkways, boardwalks). Walkways along County roads perpendicular to Bell Street, within the CM-LA zone, shall be designed to integrate seamlessly with pedestrian walkways along Bell Street, and should incorporate permeable paving to the extent feasible <u>as approved by County Public Works Department and compliant with Americans with Disabilities Act (ADA) standards where applicable</u> . Curb and gutter may be required to achieve adequate drainage.
15.	Pages 61-62	Action CIRC-LA-1.5.1: Policy CIRC-LA-1.6: Policy CIRC-LA-1.7:	Action CIRC-LA-1. <del>4</del> 5.1: Policy CIRC-LA-1. <del>5</del> 6: Policy CIRC-LA-1. <del>6</del> 7:
16.		<b>Dev Std CIRC-LA-1.6.1:</b> The County shall pursue funding and installation of angled parking along the cross streets one block north and south of Bell Street when development within the CM-LA zone district reaches 50% building capacity in order to meet future parking demands.	<del>Dev Std CIRC-LA-1.6.1: The County shall pursue funding and installation of angled parking along the cross streets one block north and south of Bell Street when development within the CM-LA zone district reaches 50% building capacity in order to meet future parking demands.</del>
17.	Page 61	<b>Action CIRC-LA-1.6.2:</b> The County shall pursue development of additional parking capacity, such as parking lots when development reaches 90% of on-street parking capacity within the CM-LA zone district.	<del>Action CIRC-LA-1.<del>5</del>.1:<del>6</del>.2: The County Planning and Development and Public Works Departments shall prepare an On-Street Parking Plan for the CM-LA zone district. The parking plan shall establish ultimate road rights-of-way and angled parking configurations for each street identified on Figure _____ and identify drainage and frontage improvements. The parking plan shall include a phasing program for installation of angled parking. The plan should also evaluate the</del>

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			<p><u>feasibility of an in-lieu fee parking program to off-set costs for installing angle parking in the CM-LA zone district. The On-Street Parking Plan shall reinforce the community's informal, rural character and be prepared concurrent to the Pedestrian Circulation Plan. See Action CIRC-LA-1.5.1.</u></p> <p><del>The County shall pursue development of additional parking capacity, such as parking lots when development reaches 90% of on-street parking capacity within the CM-LA zone district.</del></p>
18.	Page 93	<p><b>DevStd WAT-LA-1.3.1</b> All new development in the Los Alamos Community Plan should integrate designs and landscaping that facilitate infiltration of rainwater. The use of cisterns and tanks for onsite water storage for landscape irrigation shall be encouraged in all new developments to enhance groundwater basin recharge and lower effective consumptive use water demands.</p>	<p><b>DevStd WAT-LA-1.3.1</b> All new development in the Los Alamos Community Plan should integrate designs and landscaping that facilitate infiltration of rainwater. The use of cisterns and tanks for onsite water storage <u>and gray water systems</u> for landscape irrigation shall be encouraged in all new developments to enhance groundwater basin recharge and lower effective consumptive use water demands.</p>
19.	Page 99-100	<p><b>Dev Std AQ-LA-1.1.2:</b> Project construction shall minimize the generation of pollution and fugitive dust during construction. Fugitive dust control shall include measures designed to reduce particulate matter (PM<sub>10</sub>) emissions from project construction.</p>	<p><del><b>Dev Std AQ-LA-1.1.2:</b> Project construction shall minimize the generation of pollution and fugitive dust during construction. Fugitive dust control shall include measures designed to reduce particulate matter (PM<sub>10</sub>) emissions from project construction.</del></p>
20.	Page 105	<p><b>DevStd AQ-LA.1.4.9:</b> The County shall require, unless economically infeasible, all future projects to incorporate the following Green House Gas reduction measures to the maximum extent feasible:</p> <ul style="list-style-type: none"> <li>• Recycle/Reuse demolished construction material. Use locally made building materials for construction of the project and associated infrastructure.</li> </ul>	<p><b>DevStd AQ-LA.1.4.9:</b> The County shall require, unless economically infeasible, all future projects to incorporate the following Green House Gas reduction measures to the maximum extent feasible:</p> <ul style="list-style-type: none"> <li>• Recycle/Reuse demolished construction material. Use locally made building materials for construction of the project and associated infrastructure.</li> <li>• Execute an Energy Savings Performance Contract with a private</li> </ul>

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		<ul style="list-style-type: none"> <li>• Execute an Energy Savings Performance Contract with a private entity to fund renewable energy improvements in existing and new developments in exchange for a share of energy savings over a period of time (OPR Energy Conservation Policies and Actions GHG Reduction Measure #7).</li> <li>• Use drought resistant native trees, trees with low emissions and high carbon sequestration potential. Evergreen trees on the north and west sides afford the best protection from the setting summer sun and cold winter winds. Additional considerations include the use of deciduous trees on the south side of the house that will admit summer sun; evergreen plantings on the north side will slow cold winter winds; constructing a natural planted channel to funnel summer cooling breezes into the house. Neighborhood CCRs not requiring that front and side yards of single-family homes be planted with turf grass. Vegetable gardens, bunch grass, and low water landscaping shall also be permitted, or even encouraged.</li> <li>• Unless the parcel precludes reasonable development, orient 75% or more of homes and/or buildings to face either north or south (within 30° of N/S). Building design includes roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows.</li> <li>• Include in new buildings facilities to support the use of low/zero carbon-fueled vehicles, such as the charging of electric vehicles from green electricity sources (OPR</li> </ul>	<p>entity to fund renewable energy improvements in existing and new developments in exchange for a share of energy savings over a period of time (OPR Energy Conservation Policies and Actions GHG Reduction Measure #7).</p> <ul style="list-style-type: none"> <li>• Use drought resistant native trees, trees with low emissions and high carbon sequestration potential. Evergreen trees on the north and west sides afford the best protection from the setting summer sun and cold winter winds. Additional considerations include the use of deciduous trees on the south side of the house that will admit summer sun; evergreen plantings on the north side will slow cold winter winds; constructing a natural planted channel to funnel summer cooling breezes into the house. Neighborhood CCRs <u>shall</u> not require <u>ing</u> that front and side yards of single-family homes be planted with turf grass. Vegetable gardens, bunch grass, and low water landscaping shall also be permitted, or even encouraged.</li> <li>• Unless the parcel precludes reasonable development, orient 75% or more of homes and/or buildings to face either north or south (within 30° of N/S). Building design includes roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows.</li> <li>• Include in new buildings facilities to support the use of low/zero carbon-fueled vehicles, such as the charging of electric vehicles from green electricity sources (OPR Energy Conservation Policies and Actions GHG Reduction Measure #2).</li> </ul>

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		Energy Conservation Policies and Actions GHG Reduction Measure #2).	
21.	Page 106	<p><b>DevStd AQ-LA.1.4.10:</b> The County shall encourage public and private development projects to construct LEED (Leadership in Energy and Environmental Design) certified buildings. Projects seeking LEED certification shall benefit from expedited project review and permitting, and reduced application fees (OPR Green Buildings GHG Reduction Measure #1).</p>	<p><b>DevStd AQ-LA.1.4.10:</b> The County shall encourage public and private development projects to construct LEED (Leadership in Energy and Environmental Design) <u>qualified or</u> certified buildings. <del>Projects seeking LEED certification shall benefit from expedited project review and permitting, and reduced application fees (OPR Green Buildings GHG Reduction Measure #1).</del></p>
22.	Page 106	<p><b>Action AQ-LA.1.5:</b> To further offset greenhouse gas (GHG) emissions, the County shall incorporate the following actions where feasible in the Los Alamos Community Plan Area:</p> <ul style="list-style-type: none"> <li>• Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where signals are installed, require the use of Light Emitting Diode (LED) traffic lights (OPR Energy Conservation Policies and Actions GHG Reduction Measure #4).</li> <li>• Specific limits on idling time for commercial vehicles, including delivery and construction vehicles, shall be set for projects proposing new commercial development. (OPR Land Use and Transportation GHG Reduction Measure #7)</li> <li>• Remove obstacles to the development of necessary infrastructure to encourage the use of alternative fuel vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations) (CAPCOA MM E-11).</li> </ul>	<p><b>Action AQ-LA.1.5:</b> To further offset greenhouse gas (GHG) emissions, the County shall incorporate the following actions where feasible in the Los Alamos Community Plan Area:</p> <ul style="list-style-type: none"> <li>• <del>Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where signals are installed, require the use of Light Emitting Diode (LED) traffic lights (OPR Energy Conservation Policies and Actions GHG Reduction Measure #4).</del></li> <li>• Specific limits on idling time for commercial vehicles, including delivery and construction vehicles, shall be set for projects proposing new commercial development. (OPR Land Use and Transportation GHG Reduction Measure #7)</li> <li>• Remove obstacles to the development of necessary infrastructure to encourage the use of alternative fuel vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations) (CAPCOA MM E-11).</li> <li>• Develop transportation policies that give funding preference to public transit.</li> <li>• Provide public education and publicity about public</li> </ul>

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		<ul style="list-style-type: none"> <li>• Develop transportation policies that give funding preference to public transit.</li> <li>• Provide public education and publicity about public transportation services (CAPCOA Ms G-4).</li> </ul>	transportation services (CAPCOA Ms G-4).
23.	Page 111	<p><b>Dev Std BIO-LA-1.1.1:</b> A 50-foot buffer measured outward from the edge of the riparian vegetation on both sides of for San Antonio Creek and Canada de Calaveras within the Los Alamos Urban Area shall be established based on an investigation by a County-qualified biologist of the following factors and after consultation with the Department of Fish and Game and Regional Water Quality Control Board in order to protect the biological productivity and water quality of the creek:</p> <ul style="list-style-type: none"> <li>a. soil type and stability of stream corridors;</li> <li>b. how surface water filters into the ground;</li> <li>c. slope of the land on either side of the stream;</li> <li>d. location of the 100-year flood plain boundary; and</li> <li>e. consistency with adopted plans, particularly Biology/Habitat policies.</li> </ul> <p>This buffer may be adjusted upward or downward on a case-by-case basis based on site-specific conditions such as slopes, biological resources and erosion potential. Buffers shall not preclude reasonable development of a parcel. The buffer area shall be indicated on all grading plans. All development, including grading and vegetation removal shall be limited consistent with the purpose of protecting the riparian habitat of San Antonio Creek without precluding reasonable development of the parcel.</p>	<p><b>Dev Std BIO-LA-1.1.1:</b> A 50-foot buffer measured outward from the edge of <del>the</del> riparian vegetation <del>on both sides of for San Antonio Creek and Canada de Calaveras</del> within the Los Alamos Urban Area shall be established based on an investigation by a County-qualified biologist of the following factors and after consultation with the Department of Fish and Game and Regional Water Quality Control Board in order to protect the biological productivity and water quality of the creek:</p> <ul style="list-style-type: none"> <li>a. soil type and stability of stream corridors;</li> <li>b. how surface water filters into the ground;</li> <li>c. slope of the land on either side of the stream;</li> <li>d. location of the 100-year flood plain boundary; and</li> <li>e. consistency with adopted plans, particularly Biology/Habitat policies.</li> </ul> <p>This buffer may be adjusted upward or downward on a case-by-case basis based on site-specific conditions such as slopes, biological resources and erosion potential. Buffers shall not preclude reasonable development of a parcel. The buffer area shall be indicated on all grading plans. All development, including grading and vegetation removal shall be limited consistent with the purpose of protecting the riparian habitat of San Antonio Creek without precluding reasonable development of the parcel.</p>

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24.	Page 112	<p><b>Dev Std BIO-LA-1.4.1</b> Proposed tree removals associated with development shall be evaluated by a county-approved biologist to determine if any effect on wildlife is anticipated. Trees to be evaluated include any existing native or non-specimen tree with a 6-inch or greater diameter measured at breast height. This standard applies to development located: (1) within 300 feet of former stream terraces as defined on modern topographic maps; (2) within 150 feet of the top-of-bank of San Antonio Creek and Canada de Calaveras; and (3) within Los Alamos County Park. Buffers shall be established for active nests as determined by the biologist on a case-by-case basis.</p>	<p><b>Dev Std BIO-LA-1.4.1</b> Proposed tree removals associated with development shall be evaluated by a county-approved biologist to determine if any effect on wildlife <u>during the breeding season</u> is anticipated. Trees to be evaluated include any existing native or non-specimen tree with a 6-inch or greater diameter measured at breast height. This standard applies to <u>all</u> development. <del>located: (1) within 300 feet of former stream terraces as defined on modern topographic maps; (2) within 150 feet of the top-of-bank of San Antonio Creek and Canada de Calaveras; and (3) within Los Alamos County Park.</del> Buffers shall be established for active nests as determined by the biologist on a case-by-case basis.</p>
25.		<p><b>Dev Std BIO-LA-1.5.1:</b> New development shall be designed to minimize encroachment within the canopy drip line of oak trees with a 6-inch or greater diameter measured at breast height. Where oak trees may be impacted by new development (either ministerial or discretionary), a Tree Protection Plan shall be required. The decision to require preparation of a Tree Protection Plan shall be based on the location of the trees and the project's potential to directly or indirectly damage the trees through such activities as grading, brushing, construction, vehicle parking, supply/equipment storage, trenching, or the proposed use of the property. The Tree Protection Plan and shall include a graphic depiction of the Tree Protection Plan elements on final grading and building plans. (Existing landscape plans submitted to the County Board of Architectural Review (BAR) may be sufficient) and include the following components.</p>	<p><b>Dev Std BIO-LA-1.5.1:</b> New development shall be designed to minimize encroachment within the canopy drip line of oak trees with a 6-inch or greater diameter measured at breast height. Where oak trees may be impacted by new development (either ministerial or discretionary), a Tree Protection Plan shall be required. The decision to require preparation of a Tree Protection Plan shall be based on the location of the trees and the project's potential to directly or indirectly damage the trees through such activities as grading, brushing, construction, vehicle parking, supply/equipment storage, trenching, or the proposed use of the property. The Tree Protection Plan and shall include a graphic depiction of the Tree Protection Plan elements on final grading and building plans. (Existing landscape plans submitted to the County Board of Architectural Review (BAR) may be sufficient) and include the following components.</p> <p>Disturbance of any oak trees in excess of 6 inches diameter at breast height (dbh) shall be mitigated by planting coast live oak and valley</p>

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		<p>Disturbance of any oak trees in excess of 6 inches diameter at breast height (dbh) shall be mitigated by planting coast live oak and valley oaks at a 10:1 ratio and achieving minimum survivorship at an 8:1 ratio at the end of three years post-planting. Replacement oaks shall be planted as acorn sets or saplings derived from existing trees in the vicinity of the site.</p>	<p>oaks at a 10:1 ratio and achieving minimum survivorship at an 8:1 ratio at the end of three years post-planting. Replacement oaks shall be planted as acorn sets or saplings derived from existing trees in the vicinity of the site. <u>Avoidance of impacts to oak trees in project design is preferred, on-site replacement may be used if preservation is demonstrated to be infeasible. Projects in the CM-LA zone district may provide the required replacement trees at an offsite receiver site subject to approval by the Planning and Development Department and if avoidance or on-site replacement is demonstrated to be infeasible.</u></p>
26.	Page 115	<p><b>DevStd BIO-LA-1.7.1</b> County Parks is encouraged to coordinate with P&amp;D regarding development within LACP. If necessary, P&amp;D staff shall conduct a biological site visit and/or a biological report shall be prepared by a County-approved consultant. The goal of the report would be to specify measures to be taken to protect affected trees and/or wildlife resources. If necessary, an appropriate replacement/ replanting program may be developed.</p>	<p><b>DevStd BIO-LA-1.7.1</b> County Parks is encouraged to coordinate with <u>Planning and Development P&amp;D</u> regarding development within <u>the Los Alamos County Park. LACP</u>. If necessary, <u>Planning and Development P&amp;D</u> staff shall conduct a biological site visit and/or a biological report shall be prepared by a County-approved consultant. The <del>goal of the</del> report <del>should would be</del> to specify measures <del>to be taken</del> to protect affected trees and/or wildlife resources. If necessary, an appropriate replacement/ replanting program may be developed.</p>
27.	Page 121	<p><b>DevStd FLD-LA-1.3.1:</b> Projects in the CM-LA zone district shall be reviewed by the Flood Control Division to determine appropriate drainage control measures on a case-by-case basis. Drainage control measures may include a combination of on-site and off-site solutions as deemed appropriate by the County Flood Control Division.</p> <p>Source control measures such as infiltration, evapotranspiration, storage, retention, and reuse shall be</p>	<p><b>DevStd FLD-LA-1.3.1:</b> Projects in the CM-LA zone district shall be reviewed by the Flood Control Division to determine appropriate drainage control measures on a case-by-case basis. <u>Appropriate drainage control measures should complement Plan objectives to promote mixed use in-fill development in the CM-LA zone district.</u> <del>Drainage control measures may include a combination of on-site and off-site solutions as deemed appropriate by the County Flood Control Division.</del></p>

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		incorporated into site design to the maximum extent practicable.	<del>Source control measures such as infiltration, evapotranspiration, storage, retention, and reuse shall be incorporated into site design to the maximum extent practicable.</del>
28.		<b>None</b>	<p><u>Dev Std FLD-LA-1.3.2: Drainage control measures for development outside the CM-LA zone district may include a combination of on-site and off-site solutions as deemed appropriate by the County Flood Control Division.</u></p> <p><u>Source control measures such as infiltration, evapotranspiration, storage, retention, and reuse shall be incorporated into site design to the maximum extent practicable.</u></p>
29.	Page 121	<b>Policy FLD-LA-2:1:</b> Pollution of surface and ground water shall be avoided.	<b>Policy FLD-LA-2:1:</b> <u>Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development. Pollution of surface and ground water shall be avoided.</u>
30.	Page 121	<b>DevStd FLD-LA-2.1.1:</b> Development shall incorporate best management practices (BMPs) to reduce pollutants in water runoff, and retain flood water as appropriate to the Los Alamos Community Plan goals for the Bell Street corridor.	<b>DevStd FLD-LA-2.1.1:</b> Development <u>in the CM-LA zone district</u> shall incorporate <u>post-construction</u> best management practices (BMPs) <u>appropriate for the individual site</u> to reduce <u>and detain/infiltrate storm pollutants in</u> water runoff <u>BMPs may include as depressed landscape areas, planter box filters (above or below-grade), rain gardens, and permeable paving with underground storage.</u> <del>and retain flood water as appropriate to the Los Alamos Community Plan goals for the Bell Street corridor.</del>
31.	Page 133	<b>DevStd N-LA-1.1.1:</b> Noise-sensitive uses proposed in areas where the projected Day-Night Average Sound Level is 65 dB (CNEL), or more, should be designed so that noise levels in exterior living spaces will be less than 65 dB (CNEL). An analysis of proposed projects should be required, indicating the feasibility of noise barriers, site design, building orientation, etc., to meet the prescribed noise standard.	<b>DevStd N-LA-1.1.1:</b> Noise-sensitive uses proposed in areas where the projected Day-Night Average Sound Level is 65 dB (CNEL), or more, should be designed so that noise levels in exterior living spaces will be less than 65 dB (CNEL). An analysis of proposed projects should be required, indicating the feasibility of noise barriers, site design, building orientation, etc., to meet the prescribed noise standard.

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		<p>The 65 dB (CNEL) standard for exterior living areas along Bell Street may be exceeded if all the following findings are made:</p> <ul style="list-style-type: none"> <li>a. The measures necessary to reduce the noise exposure in exterior living areas below 65 dB (CNEL) are demonstrated to be technically infeasible, prohibitively expensive, and/or aesthetically incompatible with the Bell Street Design Guidelines.</li> <li>b. Noise levels for interior living spaces shall not exceed 45 dB (CNEL); and,</li> <li>c. Any prospective buyer of a unit shall be notified prior to entering any sale contract, if any private or common exterior living areas associated with the unit for sale are exposed to noise levels 65 dB (CNEL) or greater. The specific details of this notice shall be established as a condition of approval of the project.</li> </ul>	<p>The 65 dB (CNEL) standard for exterior living areas along Bell Street may be exceeded if all the following findings are made:</p> <ul style="list-style-type: none"> <li><del>a. The measures necessary to reduce the noise exposure in exterior living areas below 65 dB (CNEL) are demonstrated to be technically infeasible, prohibitively expensive, and/or aesthetically incompatible with the Bell Street Design Guidelines.</del></li> <li><del>a.</del><u>b.</u> Noise levels for interior living spaces shall not exceed 45 dB (CNEL); and,</li> <li><del>b.</del><u>c.</u> Any prospective buyer of a unit shall be notified prior to entering any sale contract, if any private or common exterior living areas associated with the unit for sale are exposed to noise levels 65 dB (CNEL) or greater. The specific details of this notice shall be established as a condition of approval of the project.</li> </ul>

**Attachment D**

**Draft LUDC Amendments  
Table 2-15 Revisions**

**Land Use and Development Code Amendment Revisions**

<b>Table 2-15</b>  <b>Allowed Land Uses and Permit Requirements for the Commercial Zones</b>	E	Allowed use, no permit required (Exempt)				
	P	Permitted use, Land Use or Coastal Permit required (2)				
	MCUP	Minor Conditional Use Permit required				
	CUP	Conditional Use Permit required				
	S	Permit determined by Specific Use Regulations				
	—	Use Not Allowed				
LAND USE (1)	PERMIT REQUIRED BY ZONE					Specific Use Regulations
	<u>CM- LA</u>					

**AGRICULTURAL, MINING, & ENERGY FACILITIES**

Agricultural accessory structure	=					
Agricultural processing	=					
Agricultural use as permitted on adjacent lot zoned AG or residential	=					
Animal keeping (except equestrian facilities - see RECREATION below)	<u>S</u>					
Cultivated agriculture, orchard, vineyard	=					
Mining, extraction & quarrying of natural resources, not including gas, oil & other hydrocarbons	=					
Mining - Surface less than 1,000 cubic yards	=					
Mining - Surface 1,000 cubic yards or more	=					
Oil and gas uses	=					

**INDUSTRY, MANUFACTURING & PROCESSING, WHOLESALING**

Bakery and baked goods production and distribution	=					
Furniture/fixtures manufacturing, cabinet shops	<u>MCUP</u>					
Handcraft industry, small scale manufacturing	<u>MCUP</u>					
Laundry, dry cleaning plant	=					
Media production	=					

Metal products fabrication, machine and welding shops	=					
Printing and publishing	=					
Recycling - Small collection center	=					
Recycling - Small collection center, non-profit	=					
Recycling - Specialized materials collection center	=					
Sign fabrication and painting shop	<u>MCUP</u>					
Sign painting shop	<u>MCUP</u>					
Storage - Contractor equipment storage yard	=					
Storage - Personal storage facility (mini storage)	=					
Storage - Warehouse, not used for wholesaling or distribution	=					
Wholesaling and distribution	=					
Wholesaling and distribution - Essential to agriculture, except	=					

**RECREATION, EDUCATION & PUBLIC ASSEMBLY USES**

Campground	=					
Commercial entertainment - Indoor	<u>MCUP</u>					
Commercial entertainment - Outdoor	=					
Community center	<u>P</u>					
Conference center	=					
Country club	=					
Equestrian facility - Public or commercial	=					
Fairgrounds	=					
Fitness/health club or facility	<u>P</u>					
Golf course	=					
Golf driving range	=					
Library	<u>CUP</u>					

Meeting facility, public or private	<u>CUP</u>					
Meeting facility, religious	<u>CUP</u>					
Museum	<u>CUP</u>					
Park, playground - Public	<u>==</u>					
Recreational vehicle (RV) park	<u>==</u>					
School	<u>CUP</u>					
School - Business, Professional, or Trade	<u>P</u>					
Sports and outdoor recreation facility	<u>==</u>					
Sports or entertainment assembly facility	<u>==</u>					
Studio - Art, dance, martial arts, music, etc.	<u>P</u>					
Theater - Indoor	<u>P</u>					
Theater - Outdoor	<u>==</u>					
Trail for hiking or riding	<u>P</u>					

**RESIDENTIAL USES**

Caretaker/Manager dwelling	<u>==</u>					
Dwelling, one-family	<u>P</u>					
<u>Dwelling, two-family</u>	<u>P</u>					
<u>Dwelling, multiple</u>	<u>P</u>					
Emergency shelter	<u>MCUP</u>					
Mixed use project residential component	<u>P</u>					
Monastery	<u>==</u>					
Residential accessory use or structure	<u>P</u>					
Residential use existing as of July 19, 1982	<u>==</u>					
Single room occupancy facility (SRO)	<u>==</u>					
Special care home, 6 or fewer clients	<u>P(6)</u>					
Special care home, 7 or more clients	<u>MCUP</u>					

**RETAIL TRADE**

Auto and vehicle sales and rental	<u>==</u>					
Bar, tavern	<u>P</u>					
Building and landscape materials - Indoor	<u>==</u>					
Building and landscape materials - Outdoor	<u>==</u>					
Convenience store, less than 3,000 sf or less net floor area	<u>P</u>					
Convenience store, ,000 sf or more net floor area	<u>P</u>					
Drive-through facility	<u>==</u>					
Farm supply and feed store	<u>==</u>					

Fuel dealer	<u>==</u>					
General retail	<u>P</u>					
Grocery/food store, 3,000 sf or less	<u>P</u>					
Grocery/food store, 5,000 sf or less	<u>P</u>					
Grocery/food store, 5,000 sf or more	<u>P</u>					
Mobile home, boat, and RV sales and repair	<u>==</u>					
Office supporting retail	<u>P</u>					
Plant nursery	<u>P</u>					
Restaurant, café, coffee shop - Indoor and outdoor	<u>P</u>					
Restaurant, café, coffee shop - Within an office building	<u>==</u>					
Service station	<u>== (7)</u>					
Shopping center - Community	<u>==</u>					
Shopping center - Convenience	<u>==</u>					
Swap meet	<u>CUP</u>					
Truck stop	<u>==</u>					
Truck, trailer, construction, farm, heavy equipment sales/rental	<u>==</u>					
Visitor-serving commercial	<u><del>P</del></u>					

**Notes:**

- (1) See Article 35.11 (Glossary) for land use definitions.
- (2) Development Plan approval may also be required; see Section 35.24.030.C (Commercial Zone Allowable Land Uses).
- (3) Includes microbreweries that are accessory and secondary to a bar or restaurant.
- (4) Limited to establishments that supply commodities to meet the day-to-day needs of residents in the neighborhood.
- (5) Limited to establishments that supply commodities to the residences in the neighborhood.
- (6) Changed from MCUP to P to comply with change in State law.
- (7) A service station existing at the time of the adoption of the CM-LA zone shall be considered a permitted use rather than a nonconforming use.

**SERVICES - BUSINESS, FINANCIAL, PROFESSIONAL**

Bank, financial services - Branch facility	<u>P</u>					
Bank, financial services - Complete facility	<u>P</u>					
Business support service	<u>P</u>					
Drive-through facility	<u>==</u>					
Medical services - Animal hospital, small animals	<u>CUP</u>					
Medical services - Clinic	<u>CUP</u>					
Medical services - Doctor office	<u>P</u>					
Medical services - Extended care	<u>CUP</u>					
Medical services - Hospital	<u>==</u>					

Office - Business/service	<u>P</u>					
Office - Professional/administrative	<u>P</u>					

**SERVICES - GENERAL**

Cemetery, mausoleum	<u>==</u>					
Charitable or philanthropic organization	<u>CUP</u>					
Large family day care home	<u>P</u>					
Small family day care home	<u>E</u>					
Child care center, Non-residential	<u>P</u>					
Child care center, Non-residential, accessory	<u>P</u>					
Child care center, Residential	<u>MCUP</u>					
Drive-through facility	<u>==</u>					
Lodging - Bed and breakfast inn	<u>P</u>					
Lodging - Guest ranch	<u>==</u>					
Lodging - Hostel	<u>P</u>					
Lodging - Hotel or motel	<u>P</u>					
Lodging - Resort	<u>P</u>					
Mortuary	<u>==</u>					
Mortuary, accessory to cemetery	<u>==</u>					
Music recording studio	<u>CUP</u>					
Personal services	<u>P</u>					
Repair service - Equipment, appliances, etc. - Indoor	<u>P</u>					
Repair service - Equipment, appliances, etc. - Outdoor	<u>==</u>					
Repair service - Farm implements and equipment	<u>==</u>					
Repair service - Small appliances	<u>P</u>					
Vehicle services - Carwash, mechanical	<u>==</u>					
Vehicle services - Major repair, bodywork	<u>==</u>					
Vehicle services - Minor maintenance/repair	<u>P</u>					
Vehicle services - With outdoor work areas	<u>==</u>					

**TRANSPORTATION, COMMUNICATIONS & INFRASTRUCTURE**

Airport, public	<u>==</u>					
Airstrip, private and temporary	<u>==</u>					
Airstrip, temporary	<u>==</u>					
Drainage channel, water course, storm drain less 20,000 sf	<u>P</u>					
Drainage channel, water course, storm drain 20,000 sf or more	<u>MCUP</u>					
Electrical substation - Minor (3)	<u>MCUP</u>					

Electrical transmission line (4) (5)	<u>CUP</u>					
Flood control project less than 20,000 sf total area (6)	<u>P</u>					
Flood control project 20,000 sf or more total area (6)	<u>MCUP</u>					
Heliport	<u>==</u>					
Parking facility, public or private	<u>MCUP</u>					
Pier, dock	<u>==</u>					
Pipeline - Oil and gas	<u>P</u>					
Public utility facility	<u>CUP</u>					
Public works or private service facility	<u>MCUP</u>					
Road, street less than 20,000 sf total area (6)	<u>P</u>					
Road, street 20,000 sf or more total area (6)	<u>MCUP</u>					
Sea wall, revetment, groin, or other shoreline structure	<u>==</u>					
Telecommunications facility	<u>S</u>					
Transit station or terminal	<u>==</u>					
Utility service line with less than 5 connections (4)	<u><del>P</del></u>					
Utility service line with 5 or more connections (4)	<u><del>P</del></u>					
Vehicle dispatch facility	<u>==</u>					
Vehicle storage	<u>==</u>					
Wind turbines and wind energy systems	<u>==</u>					

**WATER SUPPLY & WASTEWATER FACILITIES**

Bulk water importation facilities	<u>==</u>					
Desalination facility less than 15 connections	<u>==</u>					
Desalination facility 15 to less than 200 connections	<u>==</u>					
Pipeline - Water, reclaimed water, wastewater, less than 20,000 sf	<u>P</u>					
Pipeline - Water, reclaimed water, wastewater, 20,000 sf or more	<u>P</u>					
Reservoir less than 20,000 sf of total development	<u>==</u>					
Reservoir, 20,000 sf to less than 50,000 sf total development	<u>==</u>					
Reservoir, 50,000 sf or more of total development	<u>==</u>					
Wastewater treatment system, individual, alternative	<u>==</u>					
Wastewater treatment system, individual, Special Problem Area (4)	<u>==</u>					
Wastewater treatment system, individual, not Special Problem Area	<u>==</u>					
Wastewater treatment facility, less than 200 connections	<u>==</u>					

Water diversion project	=					
Water extraction, commercial	<u>CUP</u>					
Water or sewer system pump or lift station (4)	<u>P</u>					
Water system with 1 connection	=					
Water system with 2 to 4 connections	=					
Water system with 5 or more connections (5)	=					
Water well, agricultural	=					

Key to Zone symbols

CM-LA	Community Mixed Use - Los Alamos
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**Attachment E**

**Urban Planning Concepts Comment Letter  
August 25, 2010**

August 25, 2010

Cecilia Brown, Chair  
County of Santa Barbara Planning Commission  
123 E. Anapamu Street  
Santa Barbara, CA 93101

Re: Comments Regarding Los Alamos Community Plan

Dear Planning Commission,

Thank you so much for continuing the review of the Los Alamos Community Plan (LACP) until October 13, 2010. This will provide staff time to respond to your comments and provide suggestions to fine tune the LACP.

It was made clear at the last Planning Commission hearing that I do not live in Los Alamos. I have however, been involved with land use planning in Los Alamos for 30 years as a county planner in the 1980's and as a land use consultant on almost every project in Los Alamos for the last 20 years. I participated in the 1994 LACP for three years and have been an active participant with this LACP. I believe strongly that the best planning is done when all comments are considered and there is consistency within the plan.

These comments were provided throughout the three years of this Community Plan process but were not addressed. My intensions are not to make more work for staff or disregard the LAPAC's work.. As one of the few consultants that will use this document and advise landowners in the future on how to develop in Los Alamos, I must in good faith, provide on the public record my comments and concerns about this plan.

**Now that we are at the public hearing stage of this Community Plan it is critical that every Goal, Policy, Action and Dev, Std be considered as legal provisions that must be adhered to by the landowners, developers, county staff and the decision makers. Once adopted, they cannot be changed easily. These words mean a lot to the future of Los Alamos and should be review with the goal of making it easier to improve Bell Street and not hamper these infill buildings with excessive and costly requirements.**

I agree with staff and LAPAC members that all efforts should be made to encourage the development and redevelopment of the Bell Street corridor and that is the focus of my review.

My comments are based on the July 2010 version of the LACP and also follow up with my comment letter in the EIR on the points that were not addressed in that letter. I will also make suggestions on the form based code that will assure that it actually will work in the future.

Page iii	Please correct name to read David Tate, Former Vice Chair.
Page 2	The LACSD also does the street lights and maintains the small Ferrini park in the center of town.
Figure 2	The green and red boundary lines are hard to read and would be lost in making a copy of this aerial photo. The boundary lines should be made much thicker and made to stand out. Use a better color like white and yellow. Figure 2 in the old LACP plan was much better.
Table 1	This table artificially calculated worst case build out of LACP however; it did not acknowledge that the historical buildout from 1994 until now was 20-30% less than the zoning allowed and in some cases much less. It also over estimates development on Bell Street that are in the flood way and flood plain.  It is hard to imagine that 288 apartment units would be built in Los Alamos when only 250 residential units were built over the last 15 years total.
Figure 6	The affordable housing overlay on Lomito de Oro and the other project should be removed because these two projects were not built with the overlay standards of 8 units per acre just DR-4.6 units per acre. The record should be correct.
Figure 7	Redundant same as Figure 6. Please delete.
Policy LU-LA-1.1	This policy should be amended to either state that Los Alamos will not be expanded for the next 10 years or that the 104 acre property to the north east between Bell Street and 101 may be considered for inclusion in the Los Alamos Community Plan and the Los Alamos Community Service District based on the future development of the property. To require another full update of the community plan would be a waste of county resources because items 3 and 4 would be reviewed as part of a future project on this site.  I recommend deletion of items 1 and 2 of this policy. They no longer apply.
Action LUR-LA-1.1.1 and 1.1.2	Both of these action items will be completed upon approval of the LACP and should either be deleted, archived in the back of the document like the OCP, or the text changed to state that this has been completed as part of the approval. It is no longer an action item because it is done.
DS LUR-La 2.2.1	This 100 foot setback could substantially impact the development of these two properties. The reference to 100 feet should be deleted.
Policy LUR-LA-3.1	This policy should be deleted or note that it does not apply to the Bell Street corridor if a proposed mixed use project will remove the unit.
Policy LUR-LA.3.2	Delete or archive as completed with the approval of this LACP.
Pol LUR-LA-3.3	This policy is inconsistent with itself in that any of the mobile home or trailer units that would be lost in the flood plain area would most likely not be allowed to be replaced in the flood plain and flood way. See Figure 6.
Goal LUC-LA-2	This goal is redundant and should be deleted.
LUC-LA-2.1	New commercial <b>mixed use</b> development. Add this wording.
LUC-LA-2.2	Redundant. Please delete or archive.
LUC-LA-2.3	This policy should be placed under Goal LUR-LA-1.

LUC-LA-2.4	This policy should be referring to Action CIRC-1.2.1.
Page 49	Correctly list high school as Santa Maria Joint Union High School District.
Policy Serv-LA-I.1	Redundant same as LU-LA-1.2. Please delete or achieve.
Pol. Serv-LA-1.3	This should be an action item and the last phrase should be deleted as it repeats what are currently development impact fees. There are no standards in-lieu fees for infrastructure unless staff is proposing to create an in lieu fee for the Flood Control improvements in Bell Street..
Action-CIRC-LA-1.2.2	This is not a LACP issue. It is a county wide issue and should not be in this document.
Policy CIRC-LA-1.2 and Policy LA-1.2	These two policies should be combined. The county standard is LOS C and if any of the roads approach that standard, they should be restudied or reclassified. Of course it is hard to imagine that Los Alamos would ever hit LOS C based on the full build out of Los Alamos as indicated in the EIR.
CIRC-LA-1.5 ...	The phrase “and should incorporate permeable paving to the extent feasible” should include “as approved by County Public Works Department and ADA standards.” It is a county sidewalk and they have to maintain them over the long term.
Action CIRC – LA-1.5.1	This action item should be deleted in that the only pedestrian corridors are sidewalks along the streets and the path along San Antonio Creek (if this is part of this plan) there is nothing else to plan for. Already included in Action CIRC-LA.1.2.3.
DS CIRC-LA-1.6.1 and act.CIRC-LA-1.6.2 and CIRC –LA-1.2.1	Both of these parking policies are inadequate in dealing with the full build out of Los Alamos. Either the infrastructure works and there is adequate parking or the mixed use standard needs to be reduced so that there is a direct relationship with future parking in the commercial core. There should not be deferred for a parking study, this plan should cover all issues to be successful.
Policy CIRC – LA-1.7	This policy says the same thing as CIRC-LA-1.2. They should be merged into one policy with the realization that even with full build out these policies will never be triggered based on the EIR Traffic Section.
Policy CIRC LA-2.1 and Policy CIRC-LA-2.2, Action CIRC-LA-2.2.3	All of these policies should be deleted or archived in that this town has a grid pattern and pedestrian and bikes will be either on the sidewalks or in the street or along the creek. There are no other options and there is no need to study this more. Most o these were cut and paste from other Community Plan and should be deleted and save the county some money.
Action CIRC-LA-2.2.4	This action item is a county wide policy that already exists in the Circulation Element and Measure A funds and should not be solely in the Los Alamos Community Plan. Please delete or archive.
Fire Policies	Except for the last two items all of these policies are county actions and should include dollar amounts to these items. The county CIP has already allocated several million dollars for the fire station. This amount should be noted here.
Action PRT-LA-1.1.2	This is the exact same policy as the 1994 plan. Why not have this plan establish the trail at this time instead of deferring for another twenty years. Every other community plan had a trail plan with it. Also, there are a number of policies in this plan that refer to the trail along San Antonio creek so either it is planned for or not. If not, delete all of the other related policies in this plan.
Police Policies	These are all county policy and action items and should be included in the

	County CIP and should show how much this will cost the county in this plan.
Policy RRC-LA.1.1	This is a standard development condition and should not be as a community plan policy. Please delete this policy.
Action RRC-LA.1.1.1	The county is now collecting recycled materials throughout Los Alamos which they were not doing in 1994 so this action item should be deleted or archived.
Policy SCH-LA-1.2 and 1.3	Both of these policies are standard development conditions and should not be listed as policies in the LACP. They should be Dev Std or deleted.
Figure 10	This figure is the same as Figure 2 and needs to have better line colors and weight. Also it is very hard to read the labeling of the sewer plant and the water tanks. It would really help if you gray scaled the area outside of the community plan boundary.
Sewer	
Water	
Air Quality	This section is such over kill that there is no way that a small in-fill project can meet all of these fifteen items or provisions. Remember that most of Bell Street development will be ministerial and so the Air Quality section should be broken down into what will be applied to ministerial permits versus discretionary permits. (LA.1.4.2, LA 1.4.6, LA 1.4.7, and others refer to discretionary permits). Please make it very clear what mixed use ministerial projects are required to do.
Policy AO-LA 1.2	With the approval of this plan, the LACP is consistent with the Clean Air Plan. Please either delete or archive this policy.
Policy AQ-LA-1.3	This check list of policies does not apply to Los Alamos. Most of these should be deleted because the Mixed Use Ordinance by itself will meet these provisions. This list is a cut and paste list from policies from Los Angeles and does not apply to small infill projects in the small town of Los Alamos.
Dev Std. AQ-La-1.1.1 AQ-LA-1.1.2 AQ-LA-1.4.2 AQ-LA-1.4.3 AQ-LA-1.4.6	These are all standard planning APCD conditions and should not be legislated. If these standard conditions change over the years, is Los Alamos stuck meeting these?
AQ-La-1.4.4 AQ-LA-1.4.5	This 500 foot line should be placed on a map in this document so that the landowners within this area know that they will be impacted by these standards. Is it measured from the center line or the curb line or the right-of-way line?????
AQ-LA-1.4.8	Delete reference to single family lots and the BAR should not have any review of solar panels. It should be allowed by right if they lay flat on the roof.
AQ-LA-1.4.9	Again this is over kill for Los Alamos and will assure that nothing gets built. This policy should be deleted because the Mixed Use Ordinance is consistent with greenhouse gas reduction programs and all this other stuff is just clutter. Bullet two: why would anyone be required to do this on an individual basis? Does it apply to ministerial infill permits? In bullet three there is a sentence that refers to CC&R's and planting of turf. What does this mean?
AQ-LA-1.4.10	Again does this apply to ministerial or discretionary permits? Also please change the word to LEED's "qualified" not LEED's certified. Recent pricing on a LEED's certification can cost between \$20,000 to \$30,000 and much more depending on the size of the building. Most infill projects will not be able to afford this added cost.

AQ-LA-1.5	This section should be deleted until the county has an overall GHG program. or rewrite this to state that future discretionary projects will be consistent with GHG policies when the county has an approved program..
Biology	
Dev Std BIO – LA 1.1.1	How can there be setback from Calaveras Creek when it is almost completely built up except at the park? This policy should apply only to San Antonio Creek.
DS Bio LA-1.1.3	This should not apply to Calaveras Creek and should be deleted from San Antoine Creek if this is for the bike trail alignment.
Bio. LA 1.4.1	This should not apply to Calaveras Creek.
Bio-LA 1.5.1	There is no way that this Dev Standard could be applied to any tree in Los Alamos. If an oak tree is impacted, the county should be encouraging replanting of oaks at the park not on a commercial lot or this policy should be completely deleted along Bell Street. Are there any oak trees on the undeveloped lots along Bell Street?
BIO-LA-1.7	Did Parks Department agree to this policy? It seems very unsafe. Do they agree with the tree source or do they get their trees from anywhere in the county? Why can't development projects get their plants from Santa Maria or Santa Ynez Valley? This seems too specific and costly.
Bio-LA-1.7.1	Parks Department does not have this responsibility. Do they know that this policy is being proposed for them to do more work? What is the point?
Bio -LA-1.8.1	Please delete this policy. It has already been determined that the Bell Street corridor is the only area for major future development and there are no bio resources noted in the EIR for this area. Why subject additional studies if the work has already been done, unless you are focused on the few parcels on the east side of town.
BIO-LA-1.8.2	Please delete this policy for the Bell Street Corridor. It is very unlikely that there are any native grasslands in Los Alamos that meet the county density standard. This should be deleted.
DS FLD-LA-1.3.1	<p>There is a concern about how Flood Control will review these projects in the future and none of the policies stated here clarify the historical problem that has prevented commercial development in the Bell Street Corridor.</p> <p>In the past Flood Control has required that each new building either provide a basin on site or install storm pipe to take drainage to San Antonio Creek. There is no statement in these policies that Flood Control is waiving this requirement to encourage development on Bell Street. If this standard is not waived, then there is no point in the LACP because county staff did not address the number one issue that prevents development from happening in Los Alamos.</p> <p>If you read between the line of this Dev Std., every project has to put their own storm pipe down to San Antonio Creek and the costs are so expensive that nothing will be built again for the next 20 years.</p> <p>If they cannot pipe to San Antonio then each building on Bell Street will have to provide its own basin in the front of the building because it will need overland escape. This means that about 10 to 20% of each lot will not be</p>

	<p>able to be developed as shown in the Mixed Use Ordinance. That is why these lots have not been built on for the last 20 years. Staff has glossed over this issue and has stated that each building will have to work with Flood Control.</p> <p>This plan should have made it very clear how the flood control improvement were to be built and installed and hopefully an in lieu fee for each project to contribute to the capital project Without this pipeline plan and county leadership on this matter very little or nothing will be built on Bell Street.</p> <p>Also there is no direction on how the lots on the north side Bell Street beyond St Joseph's Street will be built because it is clearly indicated that this area is in the flood way and flood plain of San Antonio Creek. This document would have more credibility if the county standards for these lots are clearly spelled out. In most cases the buildings would have to be raised 2 feet above the 100 year flood plain elevation and in some of the lots will never be built on because they are in the flood way. These blocks of the township should be deleted from the total number of units and square footage.</p> <p>In conclusion the flood control section needs a lot of work and clear direction on how the drainage and clean water standards are going to work on each of these small in-fill lots in Los Alamos. These flood control standards and requirements need to be in the Mixed Use Ordinance so that it is clear what will be required for each lot. Also, clean water conditions will reduce development potential of each of these lots. These flood control constrains were one of the first items raised at the community meetings and has not yet been resolved. Planning staff does not understand how detrimental these standards are to development in Los Alamos.</p>
Figure 13	This figure is very hard to read in that the numbering in the aerial photo gets lost. It may be better to use the APN map in this section with numbering.
N-LA-1.1.1	Item A in this policy should be reworded to be a positive statement. Such as outdoor patios and porches shall be allowed along Bell Street to be compatible with the Bell Street Design Guidelines. It should be noted that at times the noise level may be greater than the county 65 dba level but these outdoor features are important to Los Alamos and can be exposed to higher noise levels at times. We should not have to spend time or money trying to prove something that the county already knows along Bell Street.
DS N-LA-1.1.3	Which parcels are these that they have three dev. stds. tied to them? The PC should know where they are located.
Ds VIS LA-1.2.3	<p>To require a 50 foot setback from 101 would result in a waste of developable land on the parcels along the freeway and a possible no man's land that will not be maintained. This is not the requirement in Santa Barbara or the Santa Ynez Valley. Do the landowners along 101 know about this policy? Exhibit C in the staff report shows the parcel that this 50 foot setback would apply to. There would be very little lot left to build on if this provision is left in this document. Maybe that is the point.</p> <p>Item B talks about not blocking views but how can you not block views if there is going to be a building? It would be better to state that buildings shall not be</p>

	<p>higher than two stories or 26 feet along this section of hwy. Then there is no subjective review and everyone knows what could happen.</p>
	<p><b>CM-LA Mixed Use Ordinance.</b></p>
	<p>In the uses category of the CM-LA ordinance there are a couple of corrections that need to be made. The following items should be listed as permitted:</p> <p><b>Parks:</b> Playgrounds-Public Ferrini Park Trails for hiking and riding ( if San Antonio Creek Trail is adopted)</p> <p>Most of the items listed in Residential should be permitted uses</p> <p><b>Retail permitted uses to be added:</b> Building and landscaping-indoor Building and landscaping outdoor Farm supply and feed store Restaurant ,café etc in office building Service station Visitor serving commercial</p> <p><b>Services:</b> Medical clinic should be permitted use Charitable or philanthropic is permitted use (Men’s Club) Car wash should be permitted with service station</p> <p><b>Infrastructure:</b> Drainage channel/storm pipe should be permitted in Los Alamos Flood Control projects Parking facilities (park and ride) permitted Road why would this need a CUP??? Should be permitted Utility services should be permitted??? What about solar panels? They should be permitted based on AQ policies</p>
<p>Table 2-18 Table 2-19</p>	<p>I have read this chart many times and still do not understand what it means. Why would anyone want to create a donut hole in the middle of a commercial project? The driveway access and parking area eats up so much space and it is all hardscape that it makes for a wasted project design. This also does not take into consideration the drainage, trash, and fire access issues to serve these separated buildings.</p> <p>There has been no consideration to the cost of building two separate buildings on a small 50 by 200 lot.</p> <p>Sections F and G need to be rewritten to allow for parking and services at the rear of these lots along the through street frontage. Without this correction there will just be undeveloped areas in the back of these lots.</p> <p>I agree with the front and side yard setbacks.</p>
	<p>Architectural Features and Colonnades in sections H and K should be clearly noted that they will have to get either CalTrans or County permits to encroach</p>

	on the right of way. Even if they are cantilevered over the right of way.
	i.b. Additions to existing structure should not be forced to meet these new setback standards that do not make sense. They should be able to use the old setbacks if it assures that the development and renovation is going to happen.
	Based on the setback in section F there is no such thing as a rear yard building type because it requires building in the back. Based on this description the parking can be in the rear of the lot so there is an inconsistency in the ordinance. See section G.  I agree with this description and recommend that sections F and G be deleted completely and that sections J, K L, and M remain. These sections are the true form based code standards. The setback sections are too confusing and very limiting to the design of these future buildings. These make sense and can be clearly used by landowners, architects and decision makers for the finding of consistency with the ordinance.
	<b>Design guidelines</b>
	The design guidelines for Los Alamos are very thorough and detailed. But they will be much more successful and even better with the deletion of pages 13, 14, 15, 16, 17, 19, and 26. By deleting these conflicting setback provisions and doughnut hole parking provisions. There will be more area for development , better and easier location for some parking in the back of the buildings, better location for trash enclosure that actually can be picked up and also have the ability to have area for Clean Water standards and LID's that are not listed anywhere in these guidelines.  There is nothing about the lots on Bell Street that will need to be raise three to five feet above the Flood Plain and Floodway. And how they will be reviewed by staff.

In closing, I think that I have hit on most of the requested changes and edits. My comments are focused on creating a community plan that will serve as a guide to the community and future development with a hope that something will actually get built in the next twenty years.

Sincerely,



Laurie Tamura, AICP  
Principal Planner

Cc: Michael Cooney, First District Commissioner  
Marell Brooks, Third District Commissioner  
Joe Valencia, Fourth District Commissioner  
Dan Blough, Fifth District Commissioner  
Vicki Parker, Deputy Director, Long Range Planning  
David Lackie, Supervising Planner, Long Range Planning  
Bret McNulty, Associate Planner, Long Range Planning