

RESOLUTION OF THE BOARD OF SUPERVISORS
COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

IN THE MATTER OF APPROVING)
SPECIFIC AMENDMENTS TO THE)
GOLETA COMMUNITY PLAN COMPONENT)
OF THE SANTA BARBARA COUNTY)
COASTAL LAND USE PLAN)

RESOLUTION NO. 95- 389
CASE NO. 95-GP-04

WITH REFERENCE TO THE FOLLOWING:

- A. On January 7, 1980, by Resolution No. 80-12, the Board of Supervisors of the County of Santa Barbara adopted the Santa Barbara County Coastal Land Use Plan.
- B. In 1987, the Board of Supervisors appointed the Goleta General Plan Advisory Committee to assist the County in updating the Comprehensive Plan's goals, policies and land use designations as they pertain to Goleta.
- C. From 1987 to 1993, Community workshops and many public meetings were held to determine appropriate goals, policies, development standards, and land use designations for the Goleta Planning Area.
- D. In July, 1993 the Board of Supervisors of the County of Santa Barbara approved the Goleta Community Plan outlining the community goals and implementing policies.
- E. In June, 1994 the California Coastal Commission certified the Goleta Community Plan as part of the County's Local Coastal Program.
- F. In March 1995, the Board of Supervisors approved an agreement to settle litigation against the California Department of Housing and Community Development, and therein agreed to pursue specific amendments to the Goleta Growth Management Ordinance and various related Comprehensive Plan Amendments as might be necessary and appropriate.
- G. It is now deemed in the interest of orderly development of the County and important to the preservation of the health, safety, and general welfare of the residents of the County that the Board of Supervisors amend the Goleta Community Plan as follows:

- 1. Amend the first paragraph on p. 36, Existing Setting and Issues (Land Use-General), as follows:

"This section of the Community Plan addresses the type, location, intensity, and interrelationship of the various land uses within the Goleta Planning Area. The Land Use Plan is primarily based upon the needs of the community, existing and anticipated resource and service constraints, ~~and provides for future growth in~~

of their development (traditionally, there are approximately 125 units built per year on average) and ~~80,000~~ 120,000 square feet (sf) of commercial/industrial development a year (traditionally, there has been much more than 80,000 sf developed a year). ~~These two limits work to bring jobs and housing more into balance with each other and also help those who have to provide infrastructure for Goleta to be able to plan for how much development will occur over the time of the Ordinance (10 years).~~ The Goleta Growth Management Ordinance is considered an implementing tool of this Community Plan.

The Growth Management Ordinance was approved by the Board of Supervisors in December of 1989 and has been in effect since that time.

The policies of this Plan call for the Growth Management Ordinance to be amended to help achieve some of the goals of the Plan. These amendments call for extra incentives for development in the Old Town area, an adjustment to the square foot allocation system to recognize the lower-intensity uses on Service Industrial parcels, and finally, an extra allocation of commercial square footage for a regional mall in the Goleta area which will not diminish the allocation available to other projects.

The Ordinance was amended in 1995 to achieve the goals of the plan as well as Action 5.1.4 of the Housing Element which states that the County shall amend the "Goleta Growth Management Ordinance to allow sufficient permits to be allocated to meet the 1990-1997 Regional Needs Numbers for affordable housing, and reflect changes in the Housing Element Update."

6. Amend the third paragraph on p. 113, Public Facilities and Services Super Element, as follows:

"The policies of the Public Facilities and Services section recognize the autonomy of the independent service districts while also providing overall direction to County decision-makers as well as these districts in order to ensure that growth in the Goleta Valley is met with an corresponding increase in services necessary to provide for the health, safety and welfare of the citizens of Goleta."

7. Amend Section B, Roadway Standards, on p. 158 as follows:

"B. Roadway Standards: A project's consistency with this section shall be determined as follows:

- a. For roadways where the Estimated Future Volume does not exceed the acceptable capacity, a project would be considered consistent with this section of the community plan if the number of ADTs contributed by the project would not cause an exceedance of acceptable capacity.
- b. For roadways where the Estimated Future Volume exceeds the acceptable capacity but does not exceed Design Capacity, a project

would be considered consistent with this section of the community plan only if:

1) the number of ADTs contributed by the project to the roadway does not exceed 150 ADTs, or

2) if the project provides a substantial contribution to a high priority alternative transportation project (or projects) as identified in the GTIP that:

a) substantially improves the alternative transportation network,

b) has a reasonable relationship to the project, and

c) is proportional to the size and extent of the project's impact on Goleta's transportation system.

c. For roadways where the Estimated Future Volume exceeds the Design Capacity, a project would be considered consistent with this section of the community plan only if:

1) the number of ADTs contributed by the project to the roadway does not exceed 50 ADTs, or

2) if the project constructs or funds operation of a high priority alternative transportation project (or projects) as identified in the GTIP that:

a) substantially improves the alternative transportation network,

b) has a reasonable relationship to the project, and

c) is proportional to the size and extent of the project's impact on Goleta's transportation system.

8. Amend Section C, Intersection Standards, on p. 158 and 159 as follows:

"C. Intersection Standards:

Intersection capacity is stated in the terms of the proportion of the volume of traffic carried (V) to its design capacity (C); with a volume to capacity ratio (V/C) of 1.00 equal to gridlock, a V/C ratio of 0.90 equal to LOS E, on down to a V/C ratio of 0.70 equal to LOS C and a V/C ratio of 0.50 equal to LOS A.

a. Projects contributing Peak Hour Trips to intersections that operate at a Estimated Future Level of Service A shall be found consistent

with this section of the Community Plan unless the project results in a change in V/C ratio greater than 0.20.

- o For intersections operating at a estimated future Level of Service B, no project shall result in a change in V/C ratio greater than 0.15.
- o For intersections operating at a estimated future Level of Service C, no project shall result in a change of V/C ratio greater than 0.10.
- o For intersections operating at a estimated future Level of Service D, no project shall result in a change of V/C ratio greater than 0.03.
- o For intersections operating at a estimated future Level of Service E, no project shall result in a change of V/C ratio greater than 0.02.
- o For intersections operating at a estimated future level of Service F, no project shall result in a change of V/C ratio greater than 0.01.

b. Notwithstanding the standards in subdivision a, above, projects that send fewer than 15 peak hour trips to an intersection shall be considered consistent with the Community Plan.

b.c. In order to make a finding of consistency with the Community Plan wWhere a project's traffic contribution does result in a measurable change in V/C ratio and also results in a finding of inconsistency with the above intersection standards, the project shall be required to either:

1) construct intersection improvements that are sufficient to offset the project-associated change in V/C ratio, in excess of the applicable intersection standards above,

2) if the project constructs or funds operation of a high priority alternative transportation project (or projects) as identified in the GTIP that:

a) substantially improves the alternative transportation network,

b) has a reasonable relationship to the project, and

c) is proportional to the size and extent of the project's impact on Goleta's transportation system.

3) provide for a County-approved combination of the above,

~~associated with the project shall be required in order to make a finding of consistency with the Community Plan.~~

ed. These intersection standards shall also apply to projects which generate Peak Hour Trips to intersections within incorporated cities that are operating at levels of service worse than those allowed by the city's Circulation Element."

9. Amend Section D, Special Standards for Projects which include Comprehensive Plan Amendments to Land Use Designations, on p. 159-160 as follows:

"D. Special Standards for Projects which include Comprehensive Plan Amendments to Land Use Designations

a. Comprehensive Plan Amendments submitted by private applicants that propose changes in land use designation on any given parcel in the planning area shall be required to demonstrate that the proposed change in land use would not potentially result in traffic levels higher than those anticipated for that parcel by the Community Plan, its associated environmental documents and as identified by the ten year traffic model or future updated traffic models. If higher traffic levels could potentially result from such an amendment, then in order to approve the amendment, at least one of the following findings must be made by the Board of Supervisors:

i. The increase in traffic is not large enough to cause the affected roadways and/or intersections to exceed their designated acceptable capacity levels at buildout of the Community Plan, or

ii. Road improvements included as part of the project description are consistent with the ~~community plan~~ GTIP and are adequate to fully offset the identified potential increase in traffic, or

iii. Alternative transportation improvements are included as part of the project description that are consistent with the Community Plan, have a reasonable relationship to the project, and substantially enhance the alternative transportation system consistent with the GTIP."

10. Amend Section E, Exemptions, on p. 160 as follows:

"E. Exemptions -- Roadway and Intersection standards stated above shall not apply to:

- a. Land use permits and coastal development permits if the Zoning Administrator/Planning Commission/Board of Supervisors has taken final action on a valid prerequisite discretionary approval (e.g. FDP, CUP) and a finding of Comprehensive Plan consistency was made at the time of approval, and no substantial change has occurred in the project.
- b. Projects deemed complete prior to the adoption of this community plan which are designed to serve as a mitigation measure for, and were expressly embodied as a condition of approval of a previously approved project.
- c. Development Agreements for projects for which a Final Development Plan was approved prior to the adoption of this Community Plan and for which a Settlement Agreement expressly contemplates the County will enter into a Development Agreement for such projects in order to conclude the settlement.
- d. Projects for which a settlement agreement between the property owner and the County was entered into prior to the adoption of this Community Plan.
- e. The Affordable Housing Overlay sites Specified in this Community Plan where projects submitted on these sites contain a minimum of 50% of the units in price ranges affordable to persons of low or moderate income, consistent with the policies of the County's Housing Element.
- f. The accessory use portion of mixed-use projects. This exemption shall apply to a project where the accessory use portion is no greater than 5,000 square feet in size and where the mixed use accommodates alternative transportation and is likely to substantially reduce single-occupancy vehicle trips.

11. Change the Roadway Classifications of certain roadway segments in Table 10, on p. 155 and 156 as follows:

"Class P-1: Roadways designed to serve primarily non-residential development. Roadways would have a minimum of 12 foot wide lanes with shoulders and few curb cuts, signals spaced at one mile or more intervals. ~~No roadways in Geleta are suggested for this classification.~~

- Los Carneros (Hollister-El Colegio). 2 and 4 lane
- Cathedral Oaks (Westerly terminus-La Patera). 2 and 4 lane

Class P-2: Roadways which serve a high proportion of non-residential development with some residential lots and few or no driveway curb cuts. Lane widths are a minimum of 12 feet wide with well spaced curb cuts. Signal

intervals at about 0.5 mile intervals. Most roadways in Goleta presently classified "arterial" would be seen as qualifying for re-classification to this proposed class. This includes the following roadways:

- Hollister Avenue (entire length, except "Old Town"), 2 and 4 lane
- Cathedral Oaks (except area from ~~La Patera~~ westerly terminus-Kellogg), 2 and 4 lane
- Storke/Glen Annie (Calle Real - El Colegio), 2 and 4 lane
- Los Carneros (Cathedral Oaks - Hollister ~~southerly terminus~~), 2 and 4 lane
- Fairview (Cathedral Oaks-Hollister), 2 and 4 lane
- Patterson (Cathedral Oaks-Hollister), 2 and 4 lane
- Turnpike (Cathedral Oaks-Hollister), 2 and 4 lane
- Calle Real (east of Los Carneros), 2 and 4 lane

Class P-3: Roadways designed to serve non-residential development and residential development. More frequent curb cuts are acceptable. Potential signal intervals of 0.5 mile or less.

- Cathedral Oaks (La Patera-Kellogg), 4 lane
- Phelps Road, 2 lane
- Hollister Avenue (Kellogg-Fairview), 4 lane
- Glen Annie (Calle Real-Cathedral Oaks), 2 lane

Class S-1: Roadways designed to primarily serve non-residential development and large lot residential development with well-spaced driveways. Roadways would be two lanes with infrequent curb cuts. They are often signalized at intersections with primary roads. Several roadways presently designated "major road" or "collector" are suggested as appropriate for this class.

- Calle Real (Glen Annie-Brandon), 2 lane
- ~~• Glen Annie (Calle Real-Cathedral Oaks), 2 lane~~
- Pacific Oaks Road (Hollister-Phelps), 4 lane
- South Kellogg (U.S. 101-southerly terminus), 2 and 4 lane
- Ekwill (entire length), 2 lane
- South Patterson (Hollister-Shoreline), 2 and 4 lane
- South Turnpike (Hollister-southerly terminus), 2 and 4 lane
- Camino Del Remedio (Calle Real to northerly terminus/Cathedral Oaks), 2 lane"

12. Amend the Goleta Circulation Goal on p. 161 as follows:

"Goal CIRC-GV: The County Shall Allow Reasonable Development of Parcels Within the Community of Goleta Based Upon the Policies and Land Use Designations Adopted in this Community Plan, While Maintaining Safe Roadways and Intersections That Operate at Acceptable Levels."

13. Amend Policy AQ-GV-2 on p. 183 as follows:

"Policy AQ-GV-2: The County shall strive to maintain the consistency of all land use planning with the Air Quality Attainment Plan."

14. Add Action G-GV-3.1 to follow Policy G-GV-3 on p. 114 as follows:

"Action G-GV-3.1: The County Administrator, in cooperation with affected County departments and service districts, shall prepare a comprehensive evaluation of service and infrastructure costs within the Goleta Planning Area, and possible ways to generate the revenues needed to cover such costs. The services and infrastructure needs examined shall include, but not necessarily be limited to, police and fire protection, parks and recreation, traffic and circulation, and public schools. This evaluation shall be completed, and presented for consideration and action by the Board of Supervisors, no later than December 31, 1996, unless the Board determines that financial or other limitations require a later completion date."

15. Add Actions SCH-GV-2.2 and SCH-GV-2.3 to follow Action SCH-GV-2.1 on p. 134 as follows:

"Action SCH-GV-2.2: The County shall cooperate with and assist the school district(s) in the formation of a Mello-Roos Community Facilities District(s), if and as economically and legally feasible, to provide the incremental funds needed to pace school facility development with the needs created by new development approved by the County. If such a District(s) is formed, the County shall require new discretionary development to participate in the District's funding mechanism(s).

"Action SCH-GV-2.3: The County shall provide appropriate assistance to the school district(s) in securing the voters' approval of local bond measures for school facilities."

- H. Public officials and agencies, civic organizations, and citizens have been consulted on and have advised the Planning Commission on the said proposed amendment(s) in a public hearing pursuant to Section 65353 of the Government Code, and the Planning Commission has sent its written recommendations to the Board pursuant to Section 65354 of the Government Code.
- I. This Board has held a duly noticed public hearing, as required by Section 65355 of the Government Code, on the proposed amendments, at which hearing the amendments were explained and comments invited from the persons in attendance.
- J. These amendments to the Coastal Land Use Plan are consistent with the provisions of the Coastal Act of 1976.
- K. The Board now wishes to submit these amendments to the California Coastal Commission.